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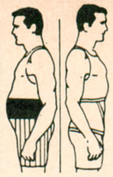

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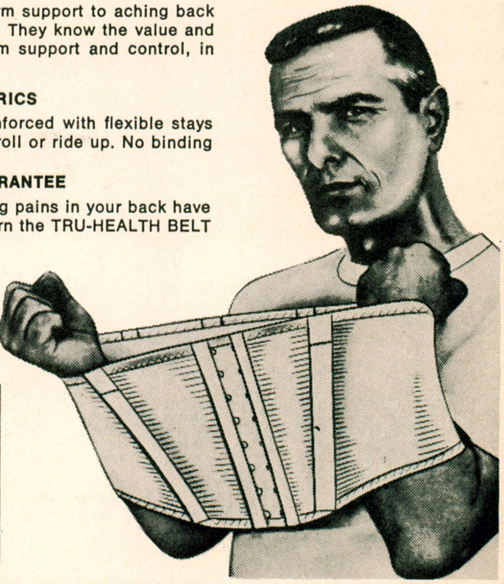

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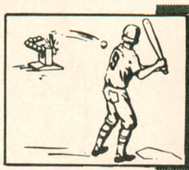

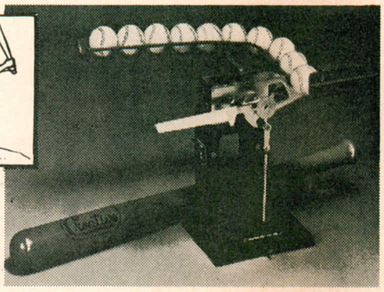

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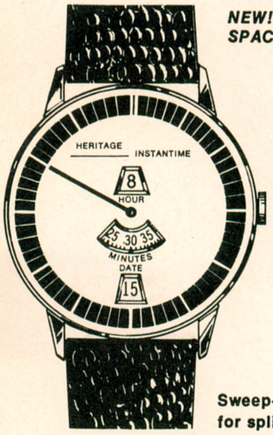

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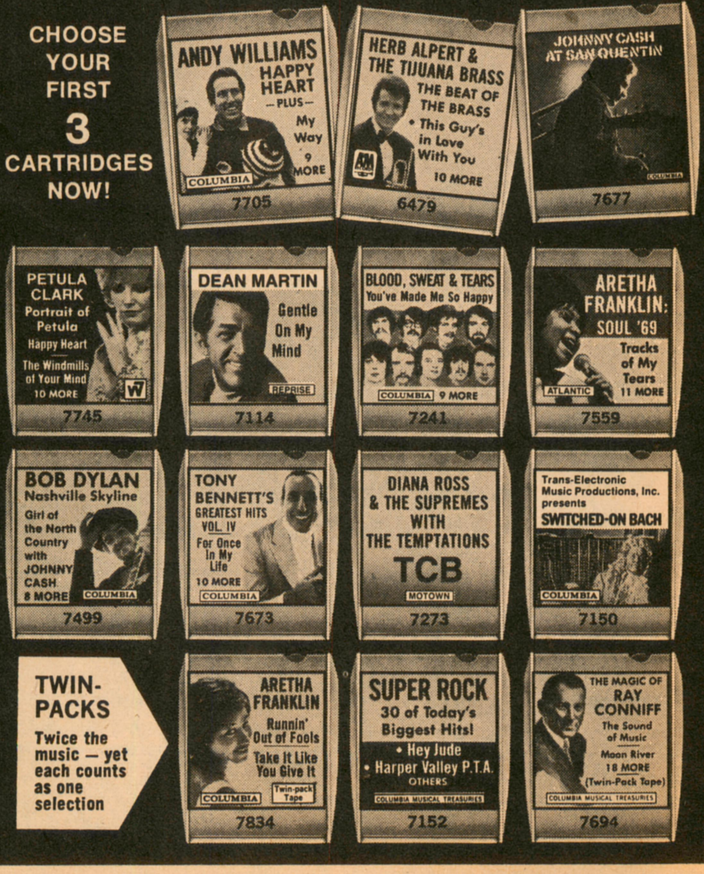
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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 86, No. 1 NOVEMBER, 1969 50 CENTS

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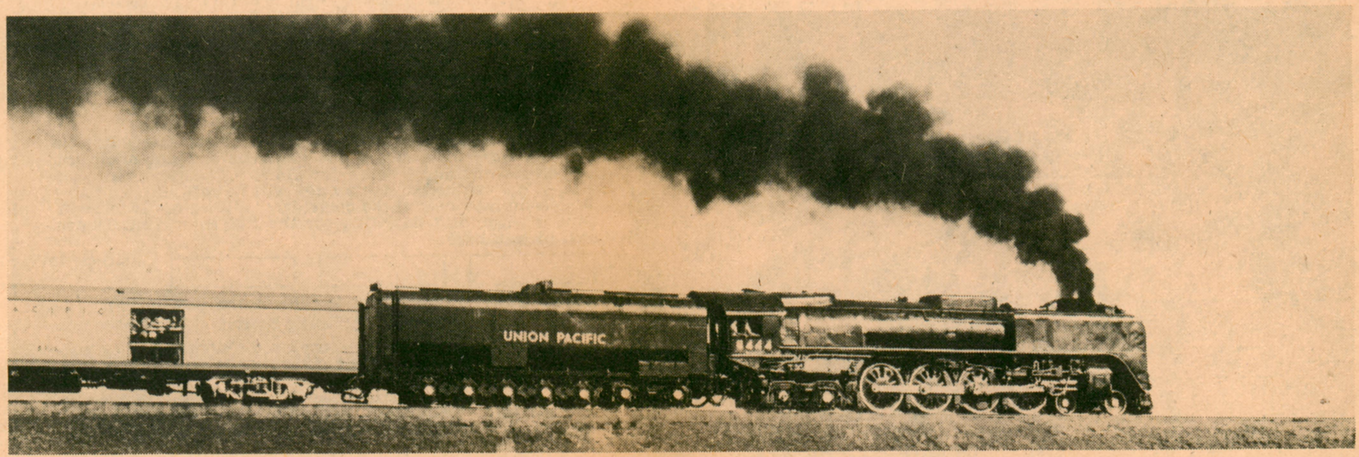

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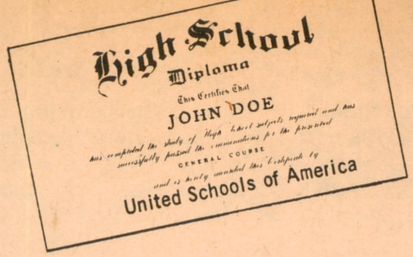

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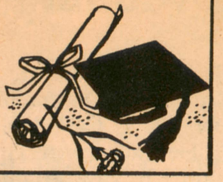

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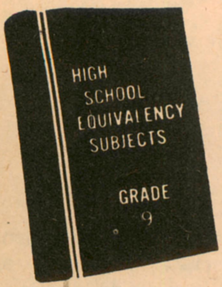
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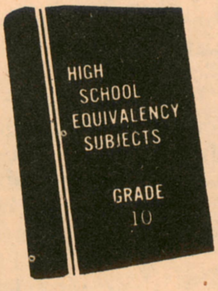
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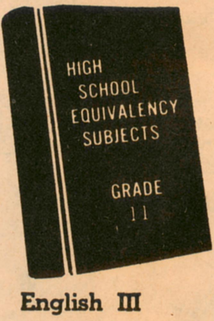
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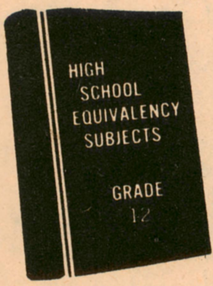
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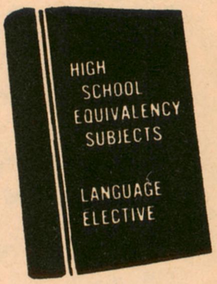
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THE MAIL CAR

where editors and readers meet

OUR associate editor, Michael A. Eagleson, made this month's cover shot July 5th at Culloden, Ga., of the annual "Georgia Peach Special" operated jointly by the Southern Railway and Atlanta Chapter of NRHS. The engines are 4-6-2 No. 750, ex-Savannah & Atlanta, and the Southern's 2-8-0 No. 630. At the time the temperature was a sweltering 100 degrees. Mike took the trip primarily to get pix for a forthcoming book, *Southern Steam Specials*, that he is co-authoring with Ron Ziel. ●

DIESELS. "One thing disturbing about *Railroad Magazine* is that early this year, you had a couple of diesel covers, which were quite good; but in what seemed like an apology you announced that you were going back to steam covers, as if you had just stepped onto a hot stove and quickly got off again," writes Jim Reid, 4584 Brentlawn Dr., North Burnaby, B.C., Canada.

"I wish you'd divide the magazine into steam and diesel sections," he urges. "Old fogies and pseudo-railroaders could bypass the diesel section, which modern fans would enjoy. I like your covers, even though steam gets the lion's share of publicity while the poor, old, first-generation diesels are dying with all too little grace after being targets of abuse from idiotic railfans.

"I know several collectors of railroad photos who can't read a train order or a timecard and couldn't tell you why there is a white flag on the point or even what type of engine the train has.

"It has been said that the rail industry would be crazy to hire railfans because of their obsession with preserving the past rather than helping to make the present-day railroad a profitable enterprise.

"One final comment: Many fans chastised you for publishing that beautiful June cover picture of bare-legged girls in rompers. Too bad! I find pretty girls inspiring subjects. If we can't get diesels on the cover, let's at least have women occasionally. Someone wrote that railroaders are preoccupied with sex. Well, who the hell isn't?" ●

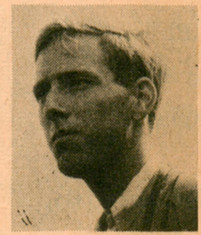
PERSONALITIES. "I have just been promoted, at age 20, from fireman on the Milwaukee Road to locomotive engineer," writes John O. Gieski, 2540 Willow St., Franklin Park, Ill. 60131. "Are there other engineers my age."

Beautiful *Miss Pocahontas*, photographed by H. Reid for our September issue, is Mrs. Carlton Quakenbush, half Pawnee Indian of Roanoke, Va.

"I once read an article on the disappearance, somewhere in the midwest, of a train and its crew, with no trace ever found," writes W. I. Stemwall, Sr., 14135 Highway 88, Lyndhurst, Wash. 98036. "Who can supply details?"

As we go to press, Mike Eagleson is vacationing in Germany, having gone there to photograph steam. "I buy *Railroad* only for its steam information," writes J. David Conrad, 549 N. Pine St., Chicago, Ill. "Mike's department, *In Search of Steam*, is the best part of your magazine. Please expand it."

"Boxcar Myrtle" French, a former hobo who once ran unsuccessfully for mayor of Burlington, Iowa, now has an information service in that city. Her life on the road was interesting.



"Who is this man?" asks J. A. Stowe, 2042 Armitage Ave., Chicago, Ill. 6064. "He helped me to get pix for my book on the Rio Grande's Silverton steam operation, and I want to contact him, but do not know his name or address."

Work as a dining-car waiter out of St. Paul on Northern Pacific trains and the Rock *Island Rocket* helped Carl B. Stokes to get the education he needed badly—education that resulted later in his becoming mayor of Cleveland.

"I have the world's largest collection of Florida East Coast railroadiana, including the road's official negatives," boasts Seth Bramson, 8035 Cecil St., Miami Beach, Fla. "The Flagler Museum in Palm Beach claims to have rescued Henry Flagler's private car from a chicken-coop life. It is fully restored and in their museum, but they cannot prove it was actually Flagler's."

"Where is George Barnett, former rail bridge gang worker of Gould, Ark., later of St. Louis, age 76 if still living?" inquires his cousin, Mrs. Minnie Rathey, 1218 Bush St., McGehee, Ark. 71654. ●

ARTICLE on "Richmond Locomotive Works," by William E. Warden, Jr. (Sept. issue) did not mention the two Camelbacks built in that plant, comments Warren D. Stowman, 2102 Eastburn Ave., Philadelphia, Pa. 19138.

"Those two were built respectively for Canadian Pacific and the Virginia Anthracite Coal & Railway Co.," Warren writes. "The CP had an order for perhaps a dozen 2-8-0's, built in 1899 and numbered in the 1000's. One of these, No. 1026, a double-cab engine, was fitted with a modified Wootten boiler to burn the poor grades of soft coal mined in western Canada. In 1907 the 1026 was rebuilt as a non-Camelback, becoming No. 323, class M-1c, and was later rebuilt to 0-8-0 and sold to another Canadian road.

"The other Camelback was built in June, 1904, by Alco's Richmond plant as a 2-6-2 and was named the *Merimac*, No. 2. After VAC&R folded up in 1912, Norfolk & Western bought that engine, which became N&W's second 91, class 0-28. Finally she was scrapped in 1916." ●

BERT PENNYPACKER's article on "Steam in the Lehigh Valley" (Aug. issue) drew a lot of praise from readers, including Jack Emerick, 182 Manor Parkway, Lincroft, N.J. 07738. But Jack challenges Bert's statement that the LV is "operated practically as a secondary line managed by Penn Central officials." Says he: "Not quite so. Although PC has about a 97 percent ownership in LV, the Lehigh runs its own affairs. True, some of its officers are former Pennsy and New York Central men but are now strictly LV employees. Naturally, with such a great majority of ownership, PC is bound to have some influence on the Valley."

To which Bert replies: "In my opinion, Mr. Emerick is merely nit-picking. Penn Central men occupy practically every official job of any importance on the Lehigh Valley. Their management of the road's affairs is done strictly upon planning, policies, and orders that come via direct telephone lines from PC's two headquarters office buildings in Philadelphia. Even before the PC merger, the Pennsy made plans to move the entire LV offices from Bethlehem, Pa., into its own facilities in Philadelphia and to take all locomotive repair work from Sayre to Altoona. However, these moves got snarled in labor union opposition and red tape, so they have not yet been effected. PC even manipulates Buffalo-New York traffic to the extent that it often hauls LV-routed cars, yet allows LV its percentage-mileage share on the bills of lading." ●

TWO trainloads of poison gas arrived safely at their destinations, one at Lockport, N.Y., the other at Geismar, La. Although there were no mishaps, controversy flared when Canadian officials refused to admit one of the trains, and Iowa officials protested that it had crossed their state without the governor's knowledge.

The Lockport shipment was handled by the Erie Lackawanna, which experi-

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Dave Durant increased his income 50 per cent, soon as he became an Accident Investigator. Bill Waddell's company has given him a fat raise every year. He now has a handsome five-figure income. Anthony Allen, a college graduate and registered pharmacist, switched to Accident Investigating and almost doubled his earnings. Bob Pritchard reports companies in his area are offering qualified investigators as much money as college graduates are getting. Read more about these happy men and their exciting new careers in our FREE Brochure.

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Even with all the company benefits given Accident Investigators some men prefer to operate their own business. No matter how ideal the job, they want to be "on their own." There are few greater opportunities to do this today than those open to you in the field of Accident Investigating. You can even start with your own home as your headquarters. You have no office rent to pay—almost no overhead. Your chief expense is the investment of a few dollars for stationery, business cards and office record sheets. You can even start in your spare time – keeping your regular job until the day arrives when your spare time income is more than the amount of your present pay.

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Jim Edwards, Director, Dept. 1512,
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Your Steps to Success as an ACCIDENT INVESTIGATOR

enced a derailment of a tank car containing liquid cyanide in a rural Pennsylvania area, threatening the water supply of the city of Cambridge Springs. This was not in the same train as the poison gas. Only good fortune prevented the derailment of poison-gas cars.

The Brotherhood of Locomotive Engineers strongly recommends that further shipments of poison gas by rail be banned until the poor condition of many tracks has been corrected. We would go still further. We'd like to see shipments of poison gas banned altogether. ●

HUNDREDS of General Motors diesel electric locomotives are being modified by railroads, contractors, and GM's Electro-Motive Division, Walter Appel reports in *The Newark* (N.J.) *News.* The welding operation being performed on all GP series engines built after 1965 strengthens the bolster assembly of the engines' frames

According to EMD, not all GP series models are affected, but all built between 1965 and Dec. '68 are getting the bolster strengthening. The modification provides the bolster with the ability to withstand more stress.

Among the locomotives requiring the modification are the 13 GP-40P engines purchased by the New Jersey Department of Transportation for use on Jersey Central commuter trains. About half the CNJ engines have been through the railroad's Elizabethport shop facility for work. EMD is paying the cost of modification. ●

NEWS ITEMS. An important part of the once-thriving railroad industry died at Albuquerque, N.M., the other day with the closing of the coffee shop in the last Fred Harvey railroad hotel. At one time, the historic Alvarado Hotel's lunchroom was serving 1,000 patrons a day. The Harvey chain still operates at some 50 locations in nine states; but the Alvarado, adjacent to the Santa Fe Railway depot in Albuquerque, was the last of the so-called "railroad" hotels that once catered to train passengers.

At least three fireless cookers operate west of the Mississippi. Two are at Somers Lumber Co., Somers, Mont. (Porter 7016 and 7156), and the Wood Preserving Co. (Heisler 50), at Little Rock, Ark., currently owned by Koppers Co. This news comes from Jack M. Holst, 12930 N.E. Tillamook St., Portland, Ore. 97230

A runaway Union Pacific locomotive recently crashed into another diesel near the gambling strip in Las Vegas, Nevada, slightly injuring an engineer and destroying six diesel units.

New multi-million dollar diesel locomotive maintenance and servicing facility will be built in Union Pacific's Bailey Yard at North Platte, Neb., directly south of the present south diesel fueling station on 156 acres bought recently for that purpose.

Doubly embarrassing to the Chicago & North Western were the derailment of 13 coal cars of a unit train at LaFox, Ill., and, several days later, the runaway of a car from that same train while being switched to a siding at Elburn, Ill., reports M. A. Laverty. The runaway coasted down an incline into a building, causing damage estimated at $5,000.

A $100,000 suit has been filed against the Boston & Maine by owners of a racehorse named Triangle Lady, which was destroyed after a crash between a truck and train in Salem, N.H. ●

FRANK AIKMAN, JR., president of the Long Island Rail Road, was eased out of his job the other day in an effort to appease commuters who have become increasingly angry over deteriorating service. Critics of the line contend that the man to be fired should have been William J. Ronan, chairman of the state's Metropolitan Transportation Authority, which runs the LIRR.

Ronan is a close friend of New York's Gov. Nelson A. Rockefeller, who appointed him to the $70,000-a-year MTA post, highest salaried state position. "Rocky" himself gets $50,000 a year. The new president is Walter L. Schlager Jr., a civil engineer with a background in subway and bus operations. ●

OVERSEAS. "Does any American commuters' train have its own golf club?" writes Joseph Fox, Monomark BM-EXN 3, London, WC 1, England. "A British Rail train does. Membership in that club is limited to business men (also their wives and families) who travel regularly on the 6:18 p.m. from London to Littlehampton. The train is really a golf club room, main subjects of conversation are holes-in-one, handicaps, and par. The club has sections for ladies and juniors.

"Changing the subject, I hope British Rail enforces its penalty against travelers who feed pigeons at their stations. I cannot understand the pleasure that some people find in pandering to these greedy, dirty birds. London councils get rid of a few thousand of them from time to time, which arouses protests from so-called bird lovers. One obliging pigeon voluntarily walked into a tiger's cage at the London zoo—good-bye, pigeon!"

The French Government will drastically overhaul its nationalized rail system and will stop subsidizing it in 1974, announces Raymond Mondon, the new Minister of Transports.

Dairy maid Mirelle Despuys of Rouen, France, who has been raising cows and making camembert cheese for 40 years, has complained to the railways about electrification of their lines. According to Mirelle, her cows are barely interested in the electric trains that pass their pastures. But the whistle and noise of the old steam locomotives had an aphrodisiac effect upon them that augmented their milk production, she claims.

Last year German Federal Railways carried 1,411 million passengers—32 million more than in 1967.

A Yugoslavian government decree requires fines to be paid by regional railway administrations in whose territory a delay to a through or fast train occurs. ●

A HORSE got stuck one night in a Western Pacific Railroad trestle in Sacramento, Calif. A front leg and a back leg had slipped between the ties next to a rail and on the outside of the track. The horse fell down, landing on his belly and chest. Then a freight train came along. Twenty or so cars passed the horse before the engineer could stop. If the horse hadn't been smart enough to keep his head turned away from the track, he would have lost it. At length, the animal was rescued by policemen, railroaders, and officers of the Sacramento County Society for the Prevention of Cruelty to Animals with a block and tackle. ●

FEDERAL WASTE. The Defense Department has been accused of wasting half a million dollars through payment of unnecessary fees for empty rail cars not returned to service after they are unloaded. Sen. James B. Pearson (R., Kan.), who made the charges, was in part supported by ICC Commissioner Rupert L. Murphy, who said the ICC is "suspicious" that the cars are being used for storage and housing. While this suspicion has been a matter of concern for several decades, Commissioner Murphy did point out that the agency has advanced proposals on Capitol Hill calling for broad changes in the law to correct the practice. But thus far, *Modern Railroads* reports, no one in Congress seems interested in enacting such legistation, according to experts on both transportation committees. ●

THE DEMISE of a fine old train like the Chesapeake & Ohio's *Sportsman* is a sad event, according to Frederick S. Eaton, 40 Jones Rd., Wal-

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Former auto body repair apprentice and recent I.A.S. graduate, JOHN McGEE is now employed with Quality Adjustment Service Inc., in Florida as a claims adjuster. "The company provides me with a brand new car, an expense account, and a very good salary. Without the excellent training your School provided, all of this would not have been possible."

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lingford, Conn. 06492. Its last run, which I rode," he says, "was heavy with head-end equipment and deadhead coaches—at least 16 cars altogether. At every crossroads, siding, and station, crowds had gathered to wave at the train. I saw tears in some eyes."

Fred also recalls: "When the New Haven was completing its dieselization, the only steamer left in service was a former Central New England huge 0-8-0 that had long been used in humping cars at Cedar Hill Yard. One evening, long after we had ceased to see steam on the road, my wife and I were in a drive-in open-air movie at East Haven, Conn. Suddenly I heard a deep steam whistle on the New Haven's Shore Line tracks just behind us. Jumping out of our car, I ran back to the fence just in time to see one of the handsome 1400's going by, light, toward New Haven. Next day I learned that this nearly-new, superb creation was on her way to the scrap pile."

Fred remembers when only one steam engine was left in his neighborhood: a little Porter Mogul of about 1890 vintage that hauled trap rock over the Branford steam railroad from a quarry at North Branford to an exchange with the New Haven at Pine Orchard and nearby docks on Long Island Sound. "I rode her many times. Often, when she was engaged on a Sunday errand such as weed-killing or picking up an infirm car, I had the privilege of firing and running her. She was simple to handle, even with a string of cars on an upgrade, but was operated best by valve-motion adjustment (Johnson bar) rather than throttle. Well, she is gone now." ●

ERIE RAILROAD used to run Sunday excursions for 50 cents—that's right, half a buck—from Jersey City to Shohola Glen, N.J., recalls George M. Sittig, 183-10 Woodhull Ave., Hollis, N.Y. 11423. "On one such trip," he writes, "the train was delayed in departure from Jersey City.

"Soon we were nearly choked with fumes in the tunnel under J.C. heights. Emerging by Croxton roundhouse, we crossed meadows and bridges on the Newark branch to the mainline at Paterson. It was a slow train, detoured to sidings to let other trains pass. At Greycourt I got my first look at Lehigh & Hudson River locomotives, four cab-in-rear types, no Camelbacks. We stopped at Middletown for water. From there on to Port Jervis we were perfumed by trainloads of hogs eastbound for their cargos to be converted into bacon, ham, sausages, etc. The engines on those freights were 2-8-0 Camelbacks, 1400 and 1500 series.

"Upon arriving at Shohola Glen, we found ample picnic facilities, also fresh air and wonderful scenery, including the shallow Delaware River winding

Lake Hopatcong cost $1, with 77 miles over the Jersey Central and 47 over the Lackawanna." ●

RAILROAD SCRIP, consisting of tiny perforated sections of pages in a book, each good for a little travel, could be issued for two reasons—either or both, writes William C. Kessel. The book could be sold at a discount, which is how interurbans sold it to drummers and sometimes to the public. Or scrip could be available, at full cost, for the use of messengers and others, who could thus escape the chore of furnishing details of expenditures. (Trolley systems which charged a dime sold tokens at 10 cents for this purpose.)

Let's say scrip was sold at 3 cents a mile while the fare cost 3.6 cents. A book then represented a 17 percent discount. If a trip from A to B was 100 miles, $3.60 of scrip was picked up by the ticket seller; but that part of the book had been sold for $3. This method gave a discount to frequent travelers. But the ICC took exception to scrip when it was presented for long rides. What could prevent a passenger from surrendering a whole book for a single ride, thus getting a discount compared with the fare paid by less wise travelers? It was a way to cut fares selectively.

Bill tells us that he used scrip valid on a single road and sold at a discount as recently as 1946 on the electrified Jamestown, Westfield & Northwestern. Even today, the Kansas City Southern offers multiple trip tickets at a discount, but these are for a specific destination. Scrip, then, was rather like a pie card in a lunchroom: $5.50 worth of food for $5. Or, less commonly, like a hard line-of-credit card, though prepaid. ●

Coming Events

Oct. 11: Foliage excursion over 420 miles of B&M from Boston to Rotterdam via Hoosac Tunnel through Berkshires. Sponsored by New England Div., Railroad Enthusiasts, Contact Joseph F. Lajoie, P.O. Box 3, Methuen, Mass. 08144.

Oct. 11: Steam trip Hoboken, N.J. to Scranton, Pa., over EL with 2-8-4 No. 759. Trip may be repeated Oct. 25th. Contact High Iron Co., P.O. Box 200, Lebanon, N.J. 08833.,

Oct. 19: Annual fall foliage trip from Bethlehem to Hazleton, Pa., using Quakertown & Eastern ex-BC&G 2-8-0 No. 4. First steam passenger run on this road in over 20 years. Drum and bugle corp entertainment during layover. Adults $13.95; 5-12 yrs. $7.95. Contact Q&E, P.O. Box 438, Quakertown, Pa. 18951.

Oct. 25-26: Autumn leaf special diesel trip over Southern from Atlanta to Chattanooga. Lv. Atlanta 8 a.m. Return 8 p.m. Adults $9.25, kids $6.50. Contact Atlanta Chapter, NRHS, P.O. Box 13132 Atlanta, Ga. 30324.

Nov. 2: Doubleheader steam round trip Atlanta, Ga. to Anniston, Ala. Ex-S&A 750 4-6-2 and Southern 2-8-0 No. 722, running as second section to *Flying Scotsman,* meeting Southern 2-8-2 No. 4501 in Anniston, Ala., where all four steamers can be photographed in steam. Contact Atlanta Chapter, NRHS.

Nov. 2, 9: Steam trip using Southern 2-8-2 No. 4501 or possibly 2-8-0 No. 722 from Birmingham, Ala., Nov. 2 trip to meet *Flying Scotsman*. Contact Heart of Dixie RR. Club, P.O. Box 896, Birmingham, Ala. 35235. ●

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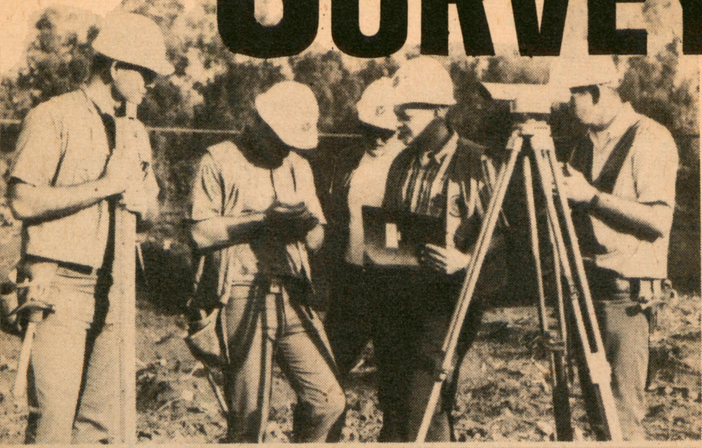

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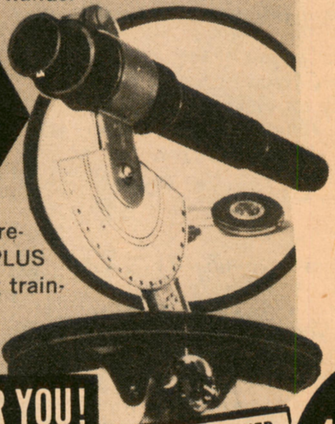

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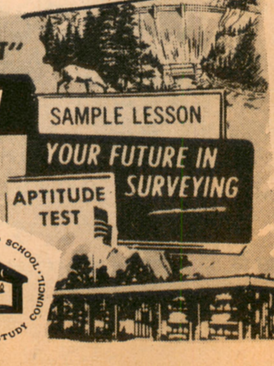

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Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

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LET'S BE FRANK

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I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation – also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home —in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

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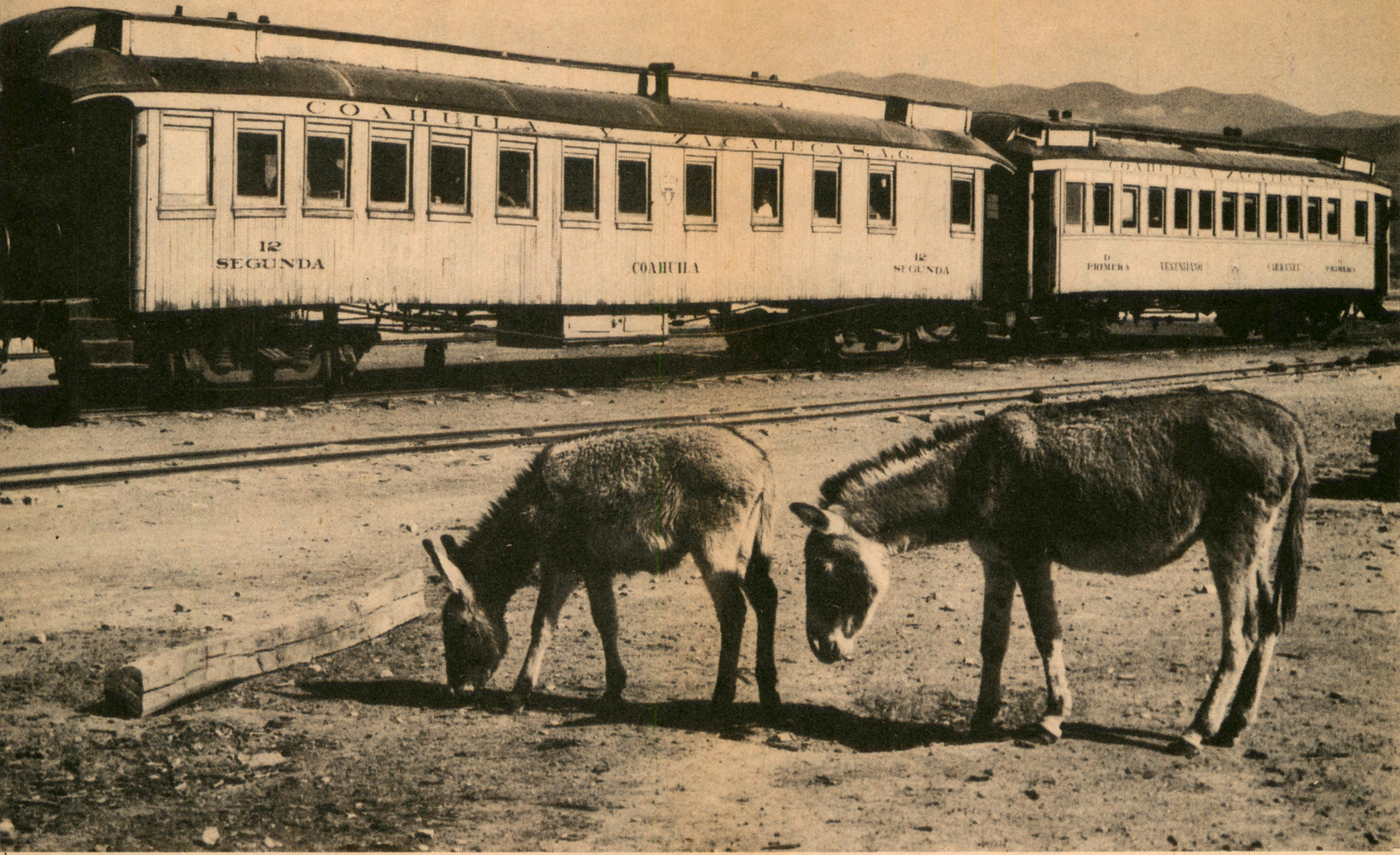
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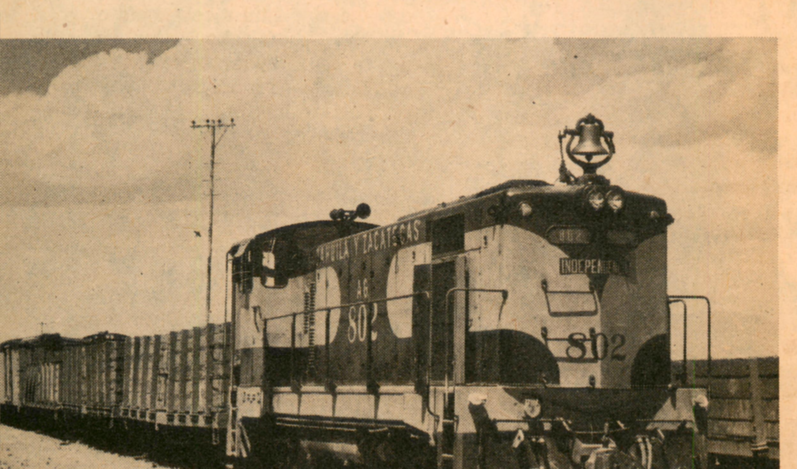
PRIMERA
PRIMERA

Coahuila-Zacatecas Railway in Mexico still keeps much character as reflected in these recent scenes. Although completely dieselized, the ancient Saltillo roundhouse still retains idle treasures from the steam days. On rare occasions, they are fired up for excursions. First- and second-class coaches Nos. 9 and 12 reflect from an era of truss rods, and wooden sides, both not of this country. Diesel power at Avalos, Zacatecas, proudly sports a bell probably once used on a steamer. Agente de express Antonio de la Cruz Cardenas poses as the typical railroader.

Fred M. Springer, 20 Tulip St., Summit, N.J. 07901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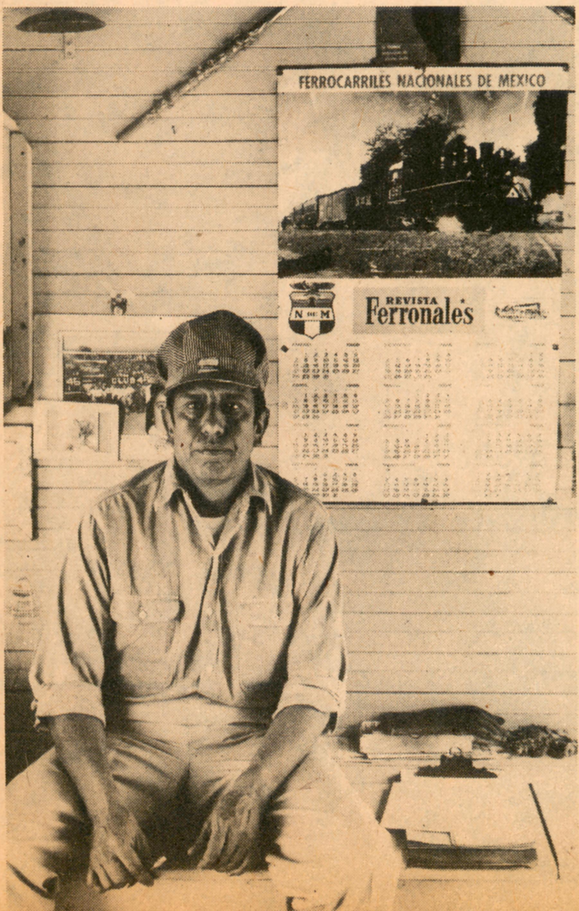
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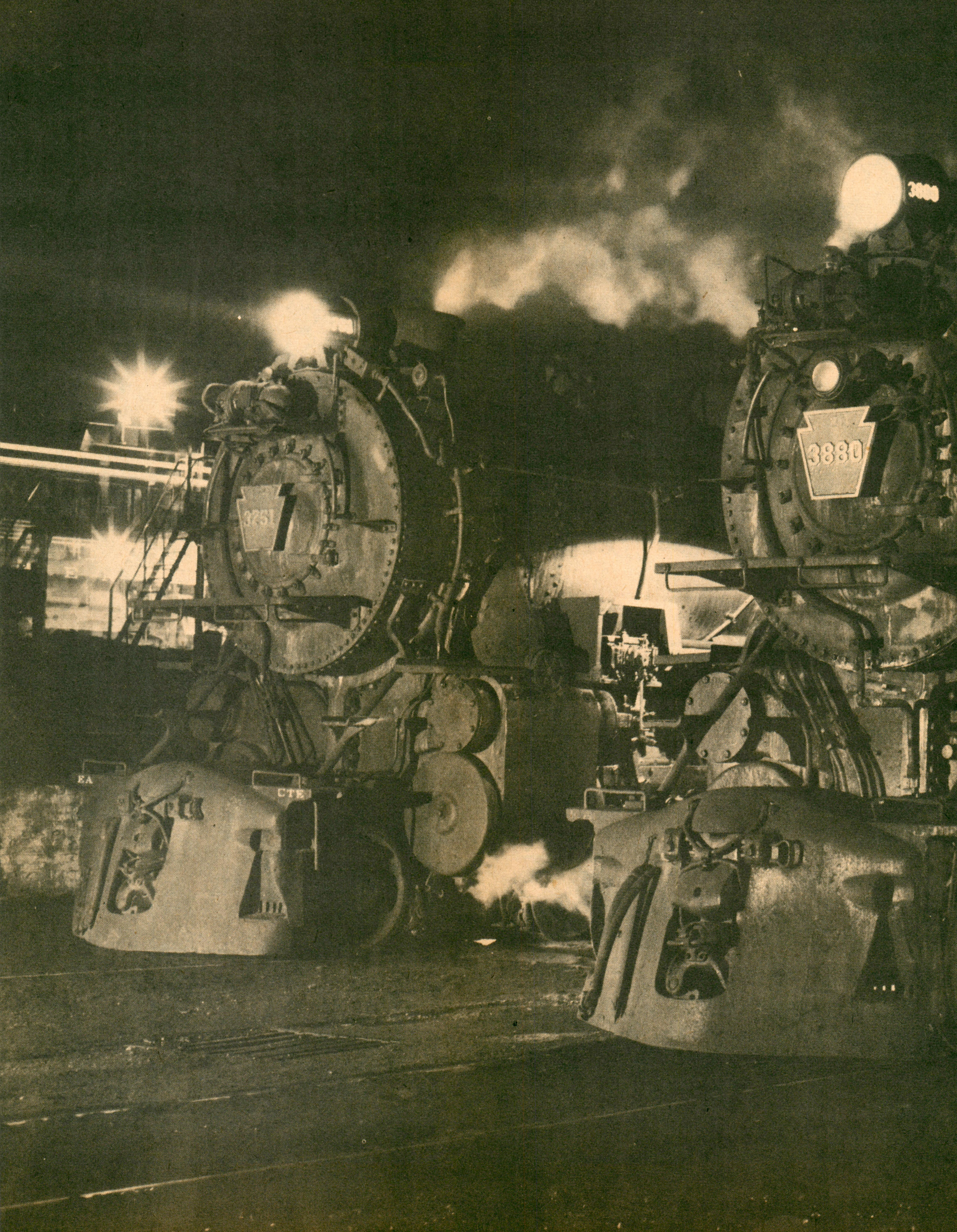
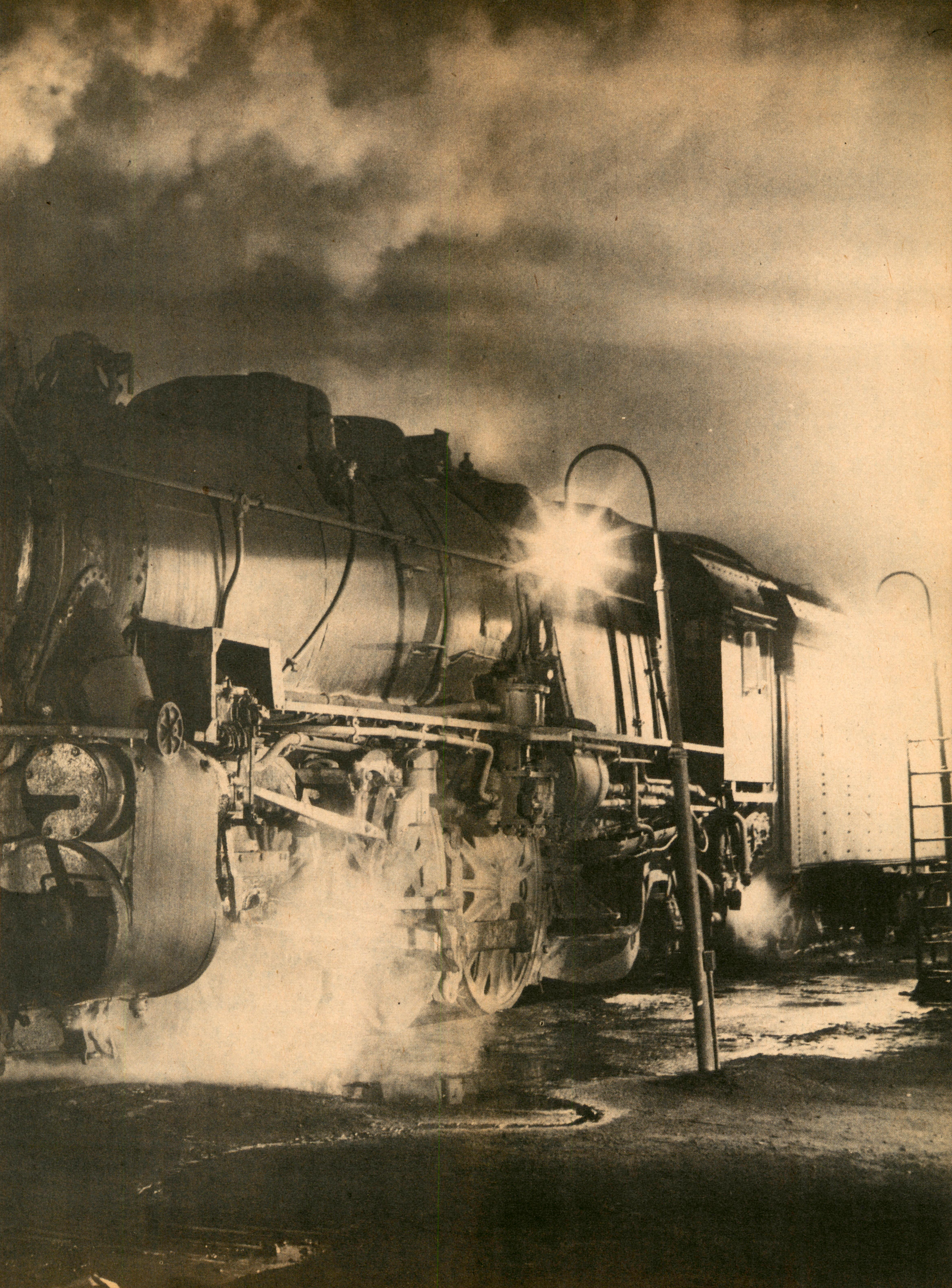
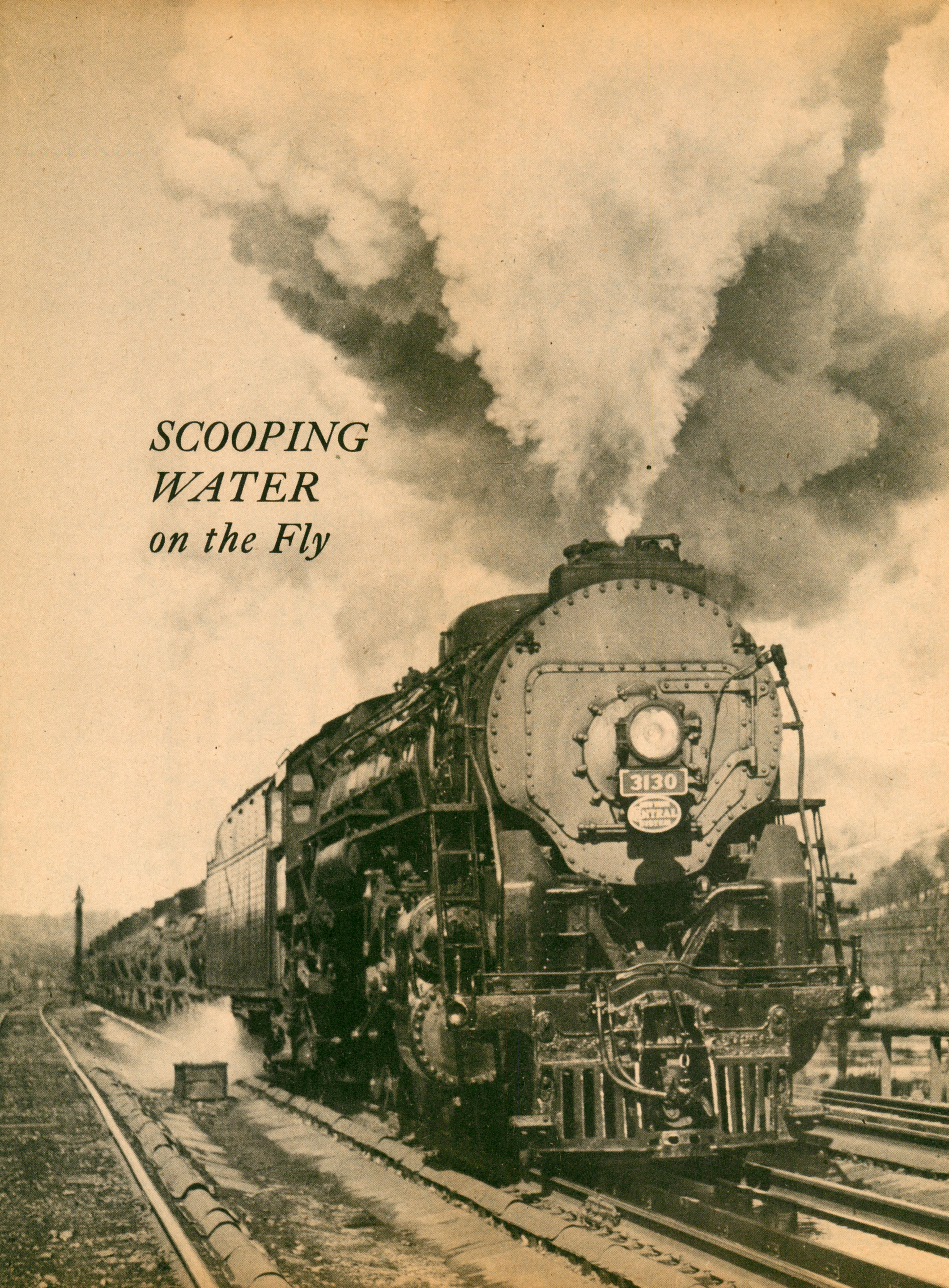
A double classic, both in railway motive power and an example of the photographer's art. These Pennsy K-4's being serviced at South Amboy, N.J., adorn the 1970 Audio-Visual Design calendar.
Don Wood, 3 Ned Drive, Matawan, N.J. 07747





SCOOPING WATER on the Fly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CENTRAL

ONE hot, humid, summer day in the steam age a conductor, in a blue uniforms with gleaming brass buttons, walked through the first three coaches of a speeding passenger train on the Pennsylvania Railroad and requested, "Please close all windows!" To the uninitiated travelers, the request seemed silly, but they complied. A few minutes later, a deluge of water beat against the windows, subsiding as quickly as it had begun.

Summer shower? No, indeed. The explanation lies in one of steam railroading's most exciting normal operations. A heavy steel scoop was lowered and inserted beneath the tender into a water-filled trough that had previously been installed between the rails to permit locomotives to gulp water without stopping. Signal posts near each end of the track pans denoted the exact spots where the fireman threw a lever on the tender to drop down the scoop and then raise it. This procedure, at speeds ranging from 40 to 80 miles per hour, often shot as much water into the air as went into the tender, thoroughly drenching the head-end cars of the train.

"Before the Pennsy completed the electrification of its Philadelphia-New York mainline in 1933," recalls Harold K. Vollrath (*see page* 32), "I rode three different trains pulled by the famous E6s 4-4-2's that scooped water on the fly. The scooping gave me a special thrill. I'd stand just inside the door at the front of the first coach and watch the swaying tender take an unusual bounce as the scoop hit the water and splashed it back over the car. Those small 70P-66 tanks held only 7000 gallons apiece and must have been about half full to start with. They'd fill up before the E6s reached the end of the track pan. The force of incoming water blew open the cistern lid, sending a huge geyser into the air."

The art of scooping water originated in 1870, on the Pennsy. After three years of experimenting, the company perfected this technique and eventually installed track pans at 22 locations, all of which served for many years.

Numerous other Eastern railroads also used track pans, but the idea never spread to other parts of this country. Most roads preferred either to use large tenders or make more water stops.

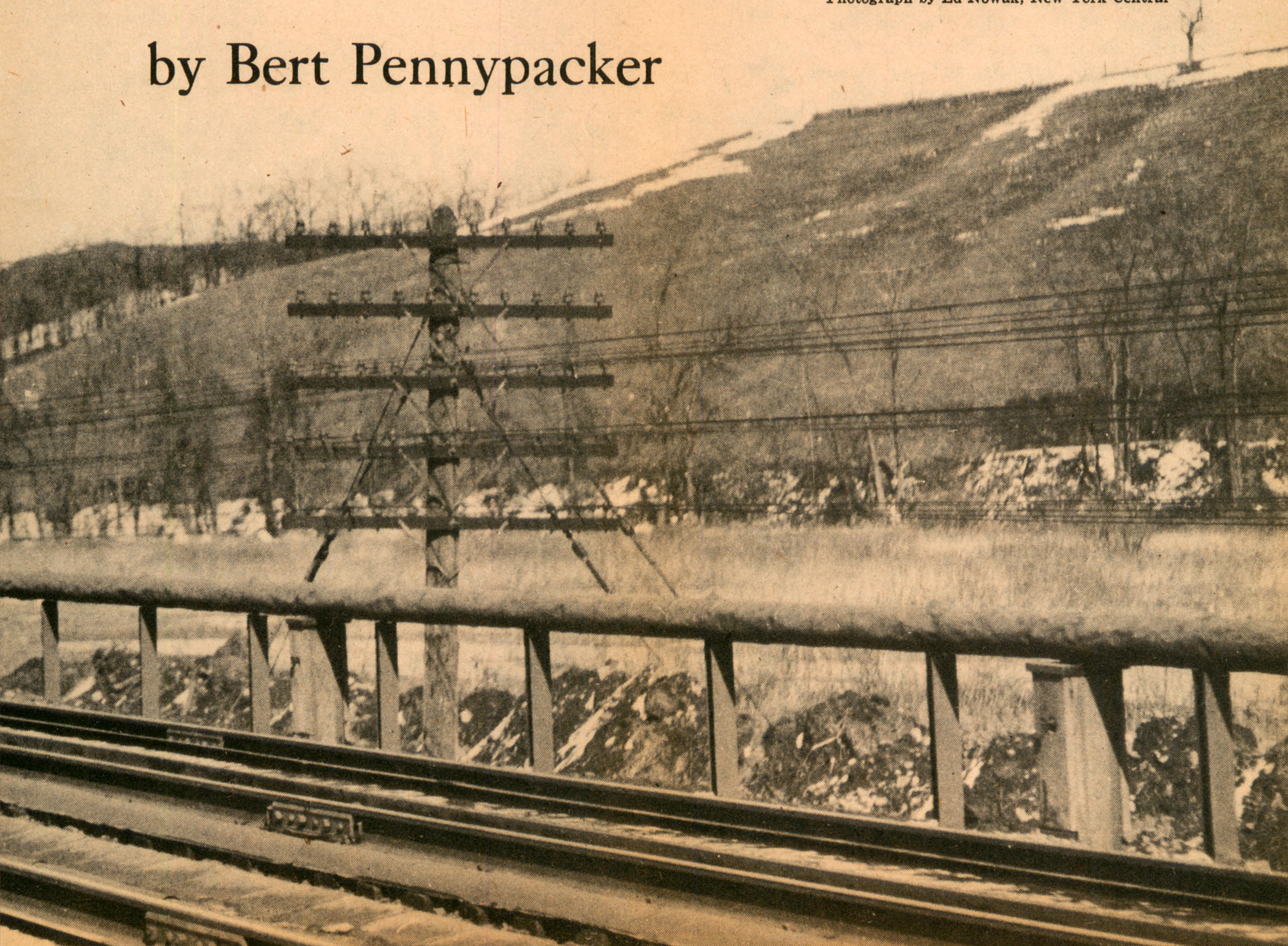
A dramatic achievement on June 1, 1876, highlighted the value of track pans and tender scoops. On that date, a Jarret & Palmer theatrical special ran non-stop over the Pennsy from Jersey City to Pittsburgh, 438.5 miles. Eight-wheeler No. 573, class C (D3), made the memorable trip in 10 hours and five minutes, averaging 43.5 miles an hour—an almost incredible speed for long distance in those days. En route she scooped water into her 2400-gallon tender at eleven locations.

Experienced hoggers agree that speed had a lot to do with the amount of water they'd be able to pick up. A New York Central runner on the Mohawk Division put it this way:

"If I kept her between 40 to 50 mph, we'd fill the tank, but faster speeds seemed to throw more water into the air and less up the syphon and into the tender. We had other considerations, too, since regular running speeds allowed 80 per. When I had a Hudson type wheeling at 75 or so, I didn't want to slow her down to 50 just to scoop water, because then I'd have one hel-

Photograph by Ed Nowak, New York Central

by Bert Pennypacker



luva time working the speed back up and maintaining schedule."

For that very reason, the Pennsy came close to abandoning its water-scooping operations in 1935. The motive power department figured that huge tenders, by carrying more water, would eliminate time-wasting slowdowns for scooping. So they built ten huge tenders of 25,000 gallons capacity and coupled them onto K4s Pacifics. These tenders were 15 feet longer and, when loaded, weighed 37½ tons more than K4s. But they decreased pulling capacity by two cars, so the plan died and the monster tenders were given to freight engines.

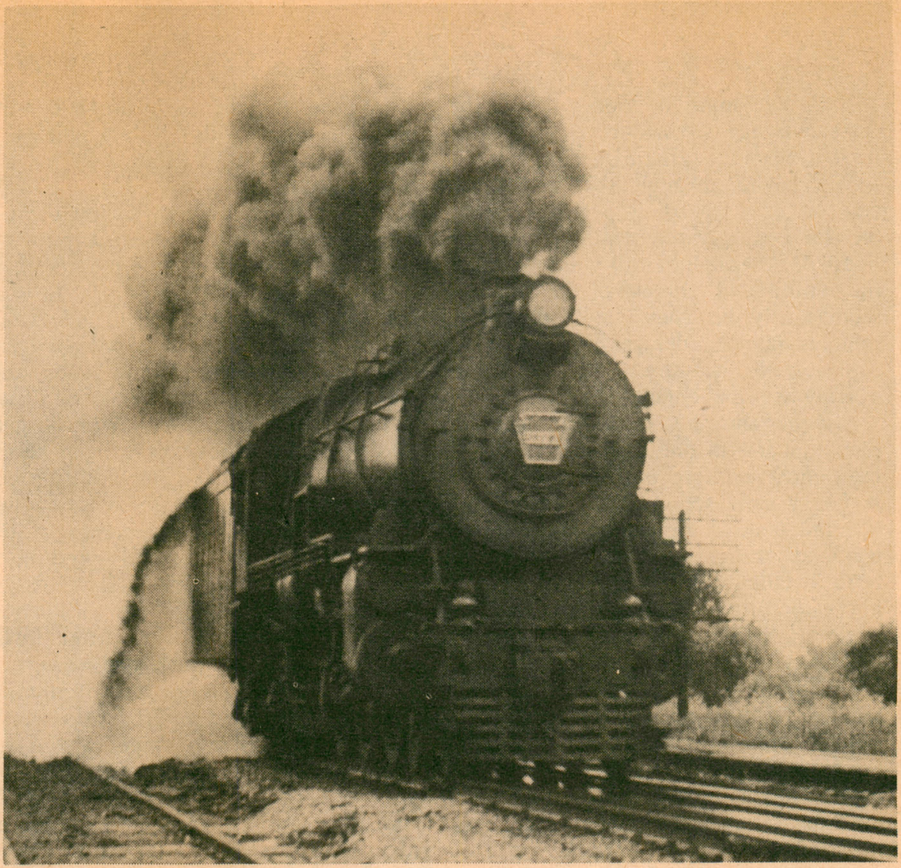
Track-pan installations required careful engineering. They had to be located on perfectly level track, preferably on a straight stretch, although the Pennsy built several on curves. The pans or troughs, fabricated from rolled steel plate, were placed one inch below the rail top and varied in size from 6 to 8 inches deep, 19 to 29 inches wide, and 1400 to 2500 feet in total length. Water flowing in by gravity was controlled with float valves. In cold winter steam pipes kept it from freezing.

EARLY versions of water scoops on tenders were operated manually. As scoops got larger and heavier they became power-operated, using an air cylinder fed from the airbrake pump. The scoop's dipper extended 4½ to 5¼ inches into the track pan and could take up 2½ to 2¾ gallons per linear foot of scooping distance. An engine could pick up as much as 5000 gallons from 2500 feet of trough. The trough itself held well over 20,000 gallons, so the ratio of pickup was one gallon or less in four. Excellent drainage and return inlets caught most of the surplus water and funneled it back into the pans.

Many track-pan locations also had the regular standpipes and spouts to service engines without scoops that had to stop for water. Some Pennsy installations which lacked water-supply tanks had unusual stone-lined reservoirs nearby. The road invested in local water companies, which served small towns as well as the railroad. Some of these reservoirs, now unused and abandoned can be seen today if you look carefully in the woods and foliage near the tracks.

The Baltimore & Ohio had only two track pan-installations, one at Stanton, Del., and the other at Swan Creek, Md. These served Royal Blue Line expresses on the Jersey City-Washington runs. Jim Elliott, now retired, recalls some of his experiences in pulling the throttles on the class P7 *President* series Pacifics:

"The tenders carried 11,000 gallons, but we used water so fast that we seemed to be continually refilling the tender. We scooped once on the Jersey



Pennsy's *Manhattan Limited* second section is tearing down the pans at Hanna, Ind., in '41.

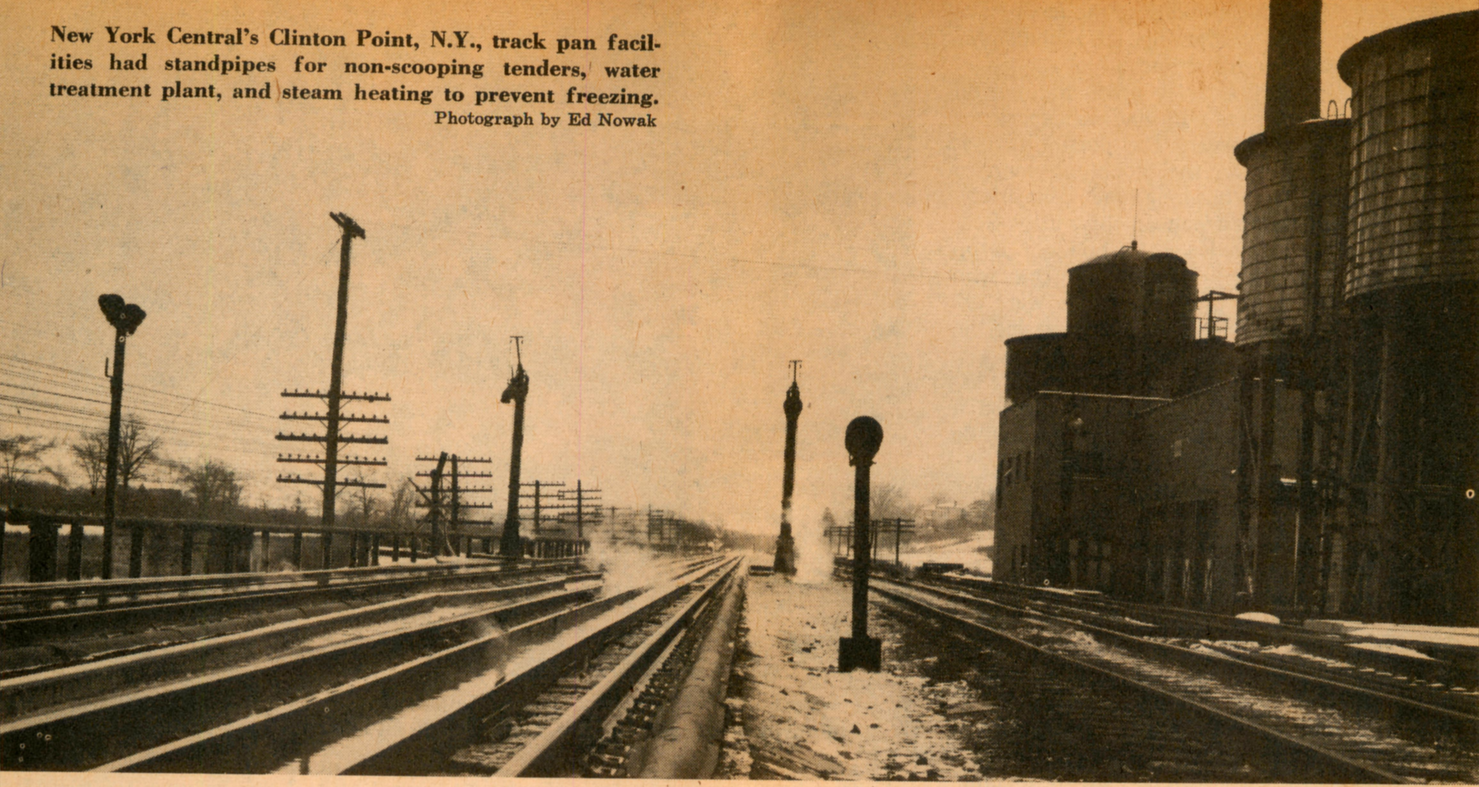
Collection of Harold K. Vollrath

Photograph by Ed Nowak

New York Central fireman checks the water level in the tender of his Hudson

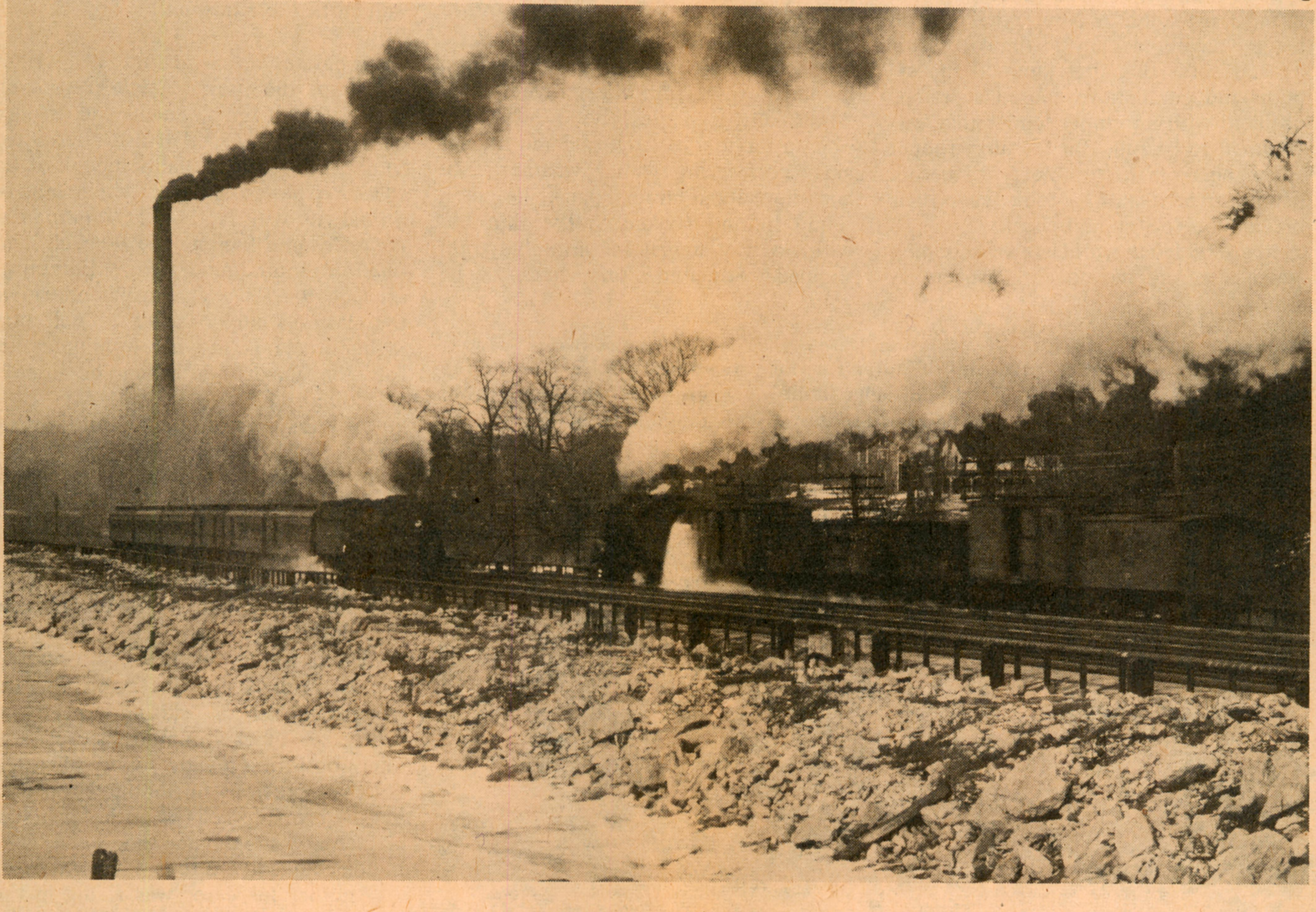
New York Central's Clinton Point, N.Y., track pan facilities had standpipes for non-scooping tenders, water treatment plant, and steam heating to prevent freezing.

Photograph by Ed Nowak



Photograph by Ed Nowak

The Hudson River is icebound, but not the Clinton Point track pan. We see the local way freight's tender overflowing.



on the B&O. In addition, the tender was filled from a standpipe at Philadelphia and another at Baltimore.

"One day I had a green fireman off the extra board who had no experience in scooping water. The possibility that he might lower the scoop too soon or leave it down too long made him jittery. We hit the first pan on the Jersey Central near Dunellen and I hollered 'Drop it!' The overly cautious ashcat, who wanted to be double sure we were actually over the pan, delayed pressing the control lever just long enough to waste several hundred feet of scooping distance. Next thing I knew, he raised it too soon and we had scooped little more than a thousand gallons.

"Oh, well, I decided, I could make the Reading pans at Roelofs and operate the scoop myself; but at Bound Brook Junction we got a message saying the Reading pan was out of service! The only thing left for me to do was stop at West Trenton and load a full tank from the standpipe, where we lost eight minutes."

Water was tested before it was put in Clinton Point water pans on the Central. If the impurity count ran too high, scale formed and damaged the boilers on engines.

Photograph by Ed Nowak

Oldtimers tell of foreign objects that mysteriously found their way into track pans and were scooped up by locomotives. This usually resulted in a plugged syphon pipe which kept water from entering the tender. A New York Central hogger recalls picking up the carcass of a dead collie dog that jammed the syphon and could have caused a serious problem with an empty tender that was assumed to be full. But the alert runner spied the large furry object just before passing over it and he took the proper precautions to stop and check.

Regrettably, the practice of scooping water also had its macabre aspects. A grizzled old throttle artist, who piloted Pennsy E3d Atlantics over the West Jersey & Seashore (now PRSL) nearly half a century ago, tells of picking up a human corpse from the Ancora pans! And many a hapless hobo hitched a ride on the first car, right behind the engine, in freezing winter weather. Not knowing about track pans, he soon found himself soaked to the skin but with no way to get off until the train stopped. Sometimes he had to be chopped free of the thick ice coating and rushed to a hospital!

British Railway photograph (courtesy of Thomas T. Taber)

Some diesels need great quantities of water for their steam-heat boiler. The *Flying Scotsman,* hauled by a type 5 Deltic diesel (3,300 h.p.), grabs a load aboard from water troughs near Doncaster, England, on the way to London from Edinburgh.

A separate article could be written about the use of track pans overseas. We will limit ourselves to an incident from *The* (British) *Railway Magazine,* based on the notebook of Inspector Charles Skinner, which tells of a fatal run with No. 4492, *Dominion of New Zealand* hauling the 9-coach *Coronation* southbound from Edinburgh on Oct. 9, 1937. The inspector, riding the class A4 engine, made a final entry in his notebook just a few minutes before the accident in which he himself was killed.

"As they continued southwards," writes P.W.B. Semmens, "they got ready to take water at Wiske Moore troughs. The fireman, having cleaned the coal off the footplate, got ready to work the scoop. Inspector Skinner stood with his back towards the other track watching the reading of the tender level gage in the far corner.

"Unknown to them, the northbound express also was converging on the troughs, with a closing speed of nearly 2½ miles a minute, its crew also intent on lifting a good supply of water. On their previous northbound run they had had to stop at Newcastle for a supplementary supply and no doubt were in due course asked to explain why.

"Another inspector was riding in the northbound locomotive (No. 4491, *Commonwealth of Australia*). They had some 3,000 gallons in the tender and instead of the usual technique of only dipping the scoop partially, as they

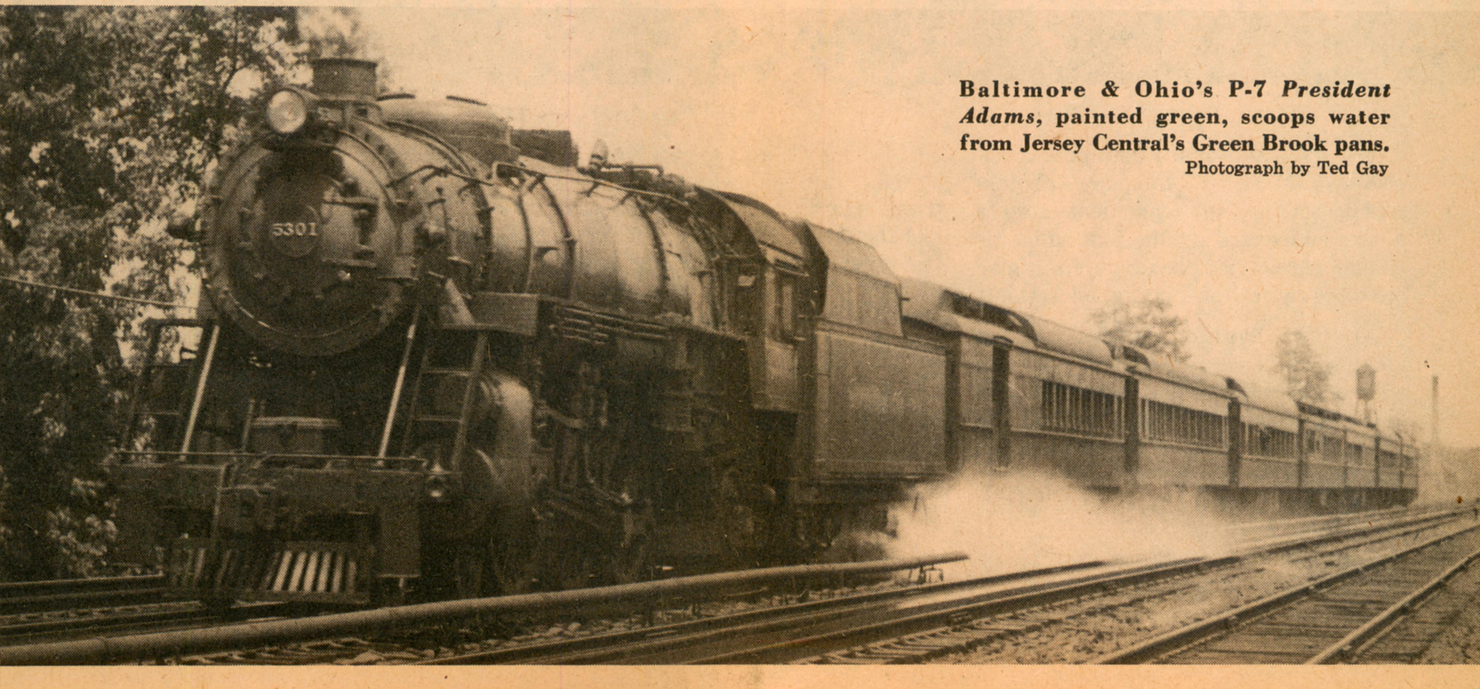
New York Central fireman prepares to lower the scoop while on an express run. Water could be picked up from 40-80 mph. Photograph Ed Nowak

ran on to the troughs, the fireman dropped it right down as soon as he could.

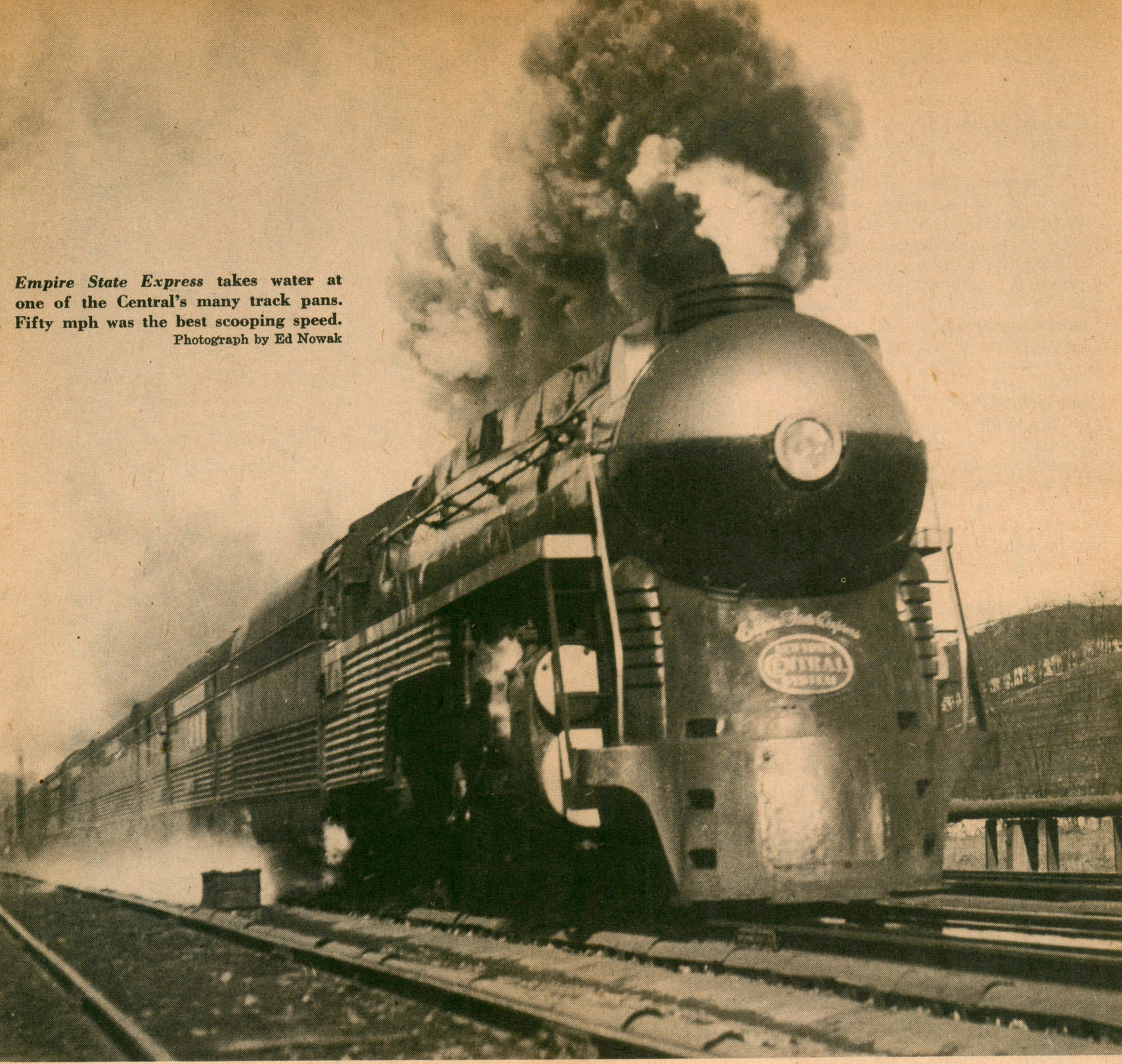
"The tender filled rapidly, but, with the force of the water, the fireman could not lift the scoop again when the tank was full and the tender overflowed. Unfortunately, this occurred just as they passed the southbound train. The force of the overflowing water caused considerable damage to almost the full length of the up express: 27 ventilator vanes were knocked off and 57 of the others were bent, and two sliding shutters were broken.

"But at the front end, the initial damage had been to the 'fireman's eye-glass' (as the coroner's court put it) of the A4, which was shattered. A portion of the glass was forced out of the lower corner of the frame and struck the base of Inspector Skinner's skull causing him to collapse on to the footplate."

HOW many railfan photographers would relish an assignment to take movies while riding atop the tender of a Hudson type hitting 80 miles per? Well, it happened back around 1945 when the New York Central's late motive power chief, Paul Kiefer, was determined to find a way to scoop water at 80 per without losing most of it in tender overflow. With 19 pan locations between Harmon and Chicago, the company depended more heavily upon this operation than did any other road. Each tender of its modern, high-speed Hudsons, Mohawks and Niagaras held from 30 to 46 tons of coal, but due to frequent scooping of water, gallon averages were only 15,000 to 18,000.



Baltimore & Ohio's P-7 *President Adams*, painted green, scoops water from Jersey Central's Green Brook pans. Photograph by Ted Gay



Empire State Express takes water at one of the Central's many track pans. Fifty mph was the best scooping speed.
Photograph by Ed Nowak

In tests held over the pans near Schenectady, N.Y., a company photographer set up his equipment atop a tender and reeled off the film while his engine paced just ahead of an engine scooping water on the parallel track.

After he had found what he was looking for, Kiefer re-designed tenders with an overflow syphon pipe that extended downward to track level at the rear. This equalized and dissipated air pressure in the cistern, as water gushed in and only a small amount was lost in the syphon overflow.

Thus we see yet another example of mechanical perfection built into the ultra-modern steam locomotive—which enabled the Central to run big steamers straight through without change between Harmon and Chicago, exactly like the diesels that later replaced them. It does seem wasteful to have cast aside efficient steam power that did practically the same job as the growlers. Diesels don't scoop water. That exciting drama is gone forever, at least in the U.S.A. Relatively few Americans even remember where the track pans once stood. ●

Track Pan Locations

New York Central

Hudson Division: Clinton Point, N.Y., tracks 1, 2, 3, 4; Tivoli, N.Y., 1, 2.

Mohawk Div.: Schenectady, N.Y., 2, 2; Yost's, N.Y., 1, 2; Rome, N.Y., 1, 2, 3, 4.

Syracuse Div.: Seneca River, N.Y., 1, 2; East Palmyra, N.Y., 1, 2.

Buffalo Div.: Churchville, N.Y., 1, 2; Wenda, N.Y., 1, 2.

Erie Div.: Silver Creek, N.Y., 1, 2, 3, 4; Westfield, N.Y., 1, 2, 3, 4; Springfield, Pa., 1, 2, 3, 4; Painesville, Ohio, 1, 2, 3, 4.

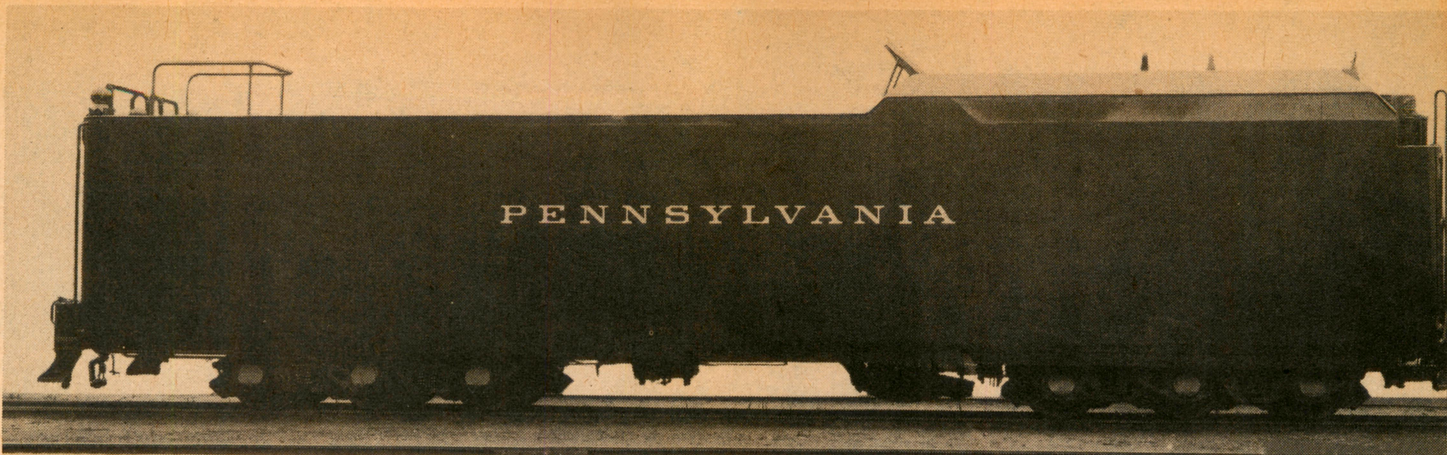
Cleveland Div.: Huron, Ohio, 1, 2.

Toledo Div. Stryker, Ohio, 1, 2, 3; Corunna, Ind., 1, 2; Grismore, Ind., 1, 2.

Western Division: Lydick, Ind., 1, 2; Chesterton, Ind., 1, 2.

Pennsylvania Railroad

New York Div. (part of New York-Chicago mainline and part of New York-



This monster may have saved on water stops, but it cost the tonnage rating of two cars. The 250-P-75 tender held 24,410 gals. water, and 25 tons of coal. Built at Altoona shops in '35 for use on K-4s Pacifics, it was 37½ tons heavier than engine.

Pennsylvania Railroad photograph

Washington mainline): Rahway, N.J.; Plainsboro, N.J.; Bristol, Pa.

Pennsylvania Terminal Div. (part of N.Y.-Chi. mainline): Radnor, Pa.

Philadelphia Div. (part of N.Y.-Chi. mainline): Atglen, Pa.

Middle Div. (part of N.Y.-Chi. mainline): Bailey, Pa.; Hawthorne, Pa.; Mapleton, Pa.; Bellwood, Pa.

Pittsburgh Div. (part of N.Y.-Chi. mainline): Wilmore, Pa.; Saxmans, Pa.

Eastern Ohio Div. (part of N.Y.-Chi. mainline): Grafton, Ohio; Middlebrook, Ohio.

Fort Wayne Div. (part of N.Y.-Chi. mainline): Dole, Ohio; Hanna, Ind.

Maryland Div. (part of N.Y.-Wash. mainline): Glenolden, Pa.; Ruthby, Dela., Edgewood, Md.

Baltimore Div. (part of N.Y.-Wash. mainline): Stony Run, Md.

N.Y. Div. Belvidere branch: Frenchtown, N.J.

Penna.-Reading Seashore Lines: Ancora, N.J.

N.Y. & Long Branch: South Seaville, N.J.

Baltimore & Ohio

Baltimore Div. (East End): Stanton, Dela.; Swan Creek, Md.

Jersey Central

Central Div.: Green Brook, N.J. (Dunellen)

N.Y., New Haven & Hartford

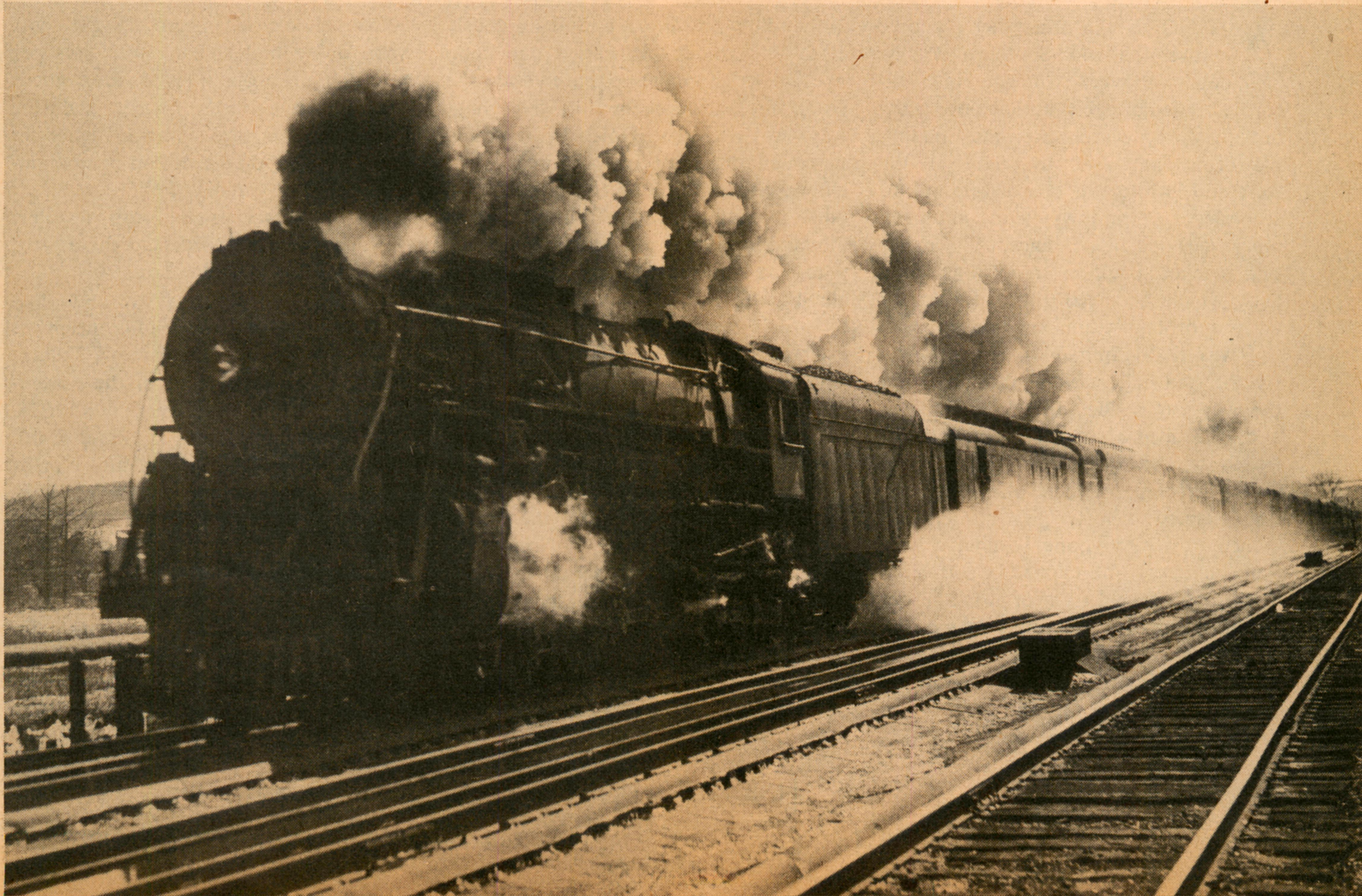
In the 1890's the New York & New England Railroad had track pans at Putnam, Conn., only for use of the *New Haven Limited*. None others known.

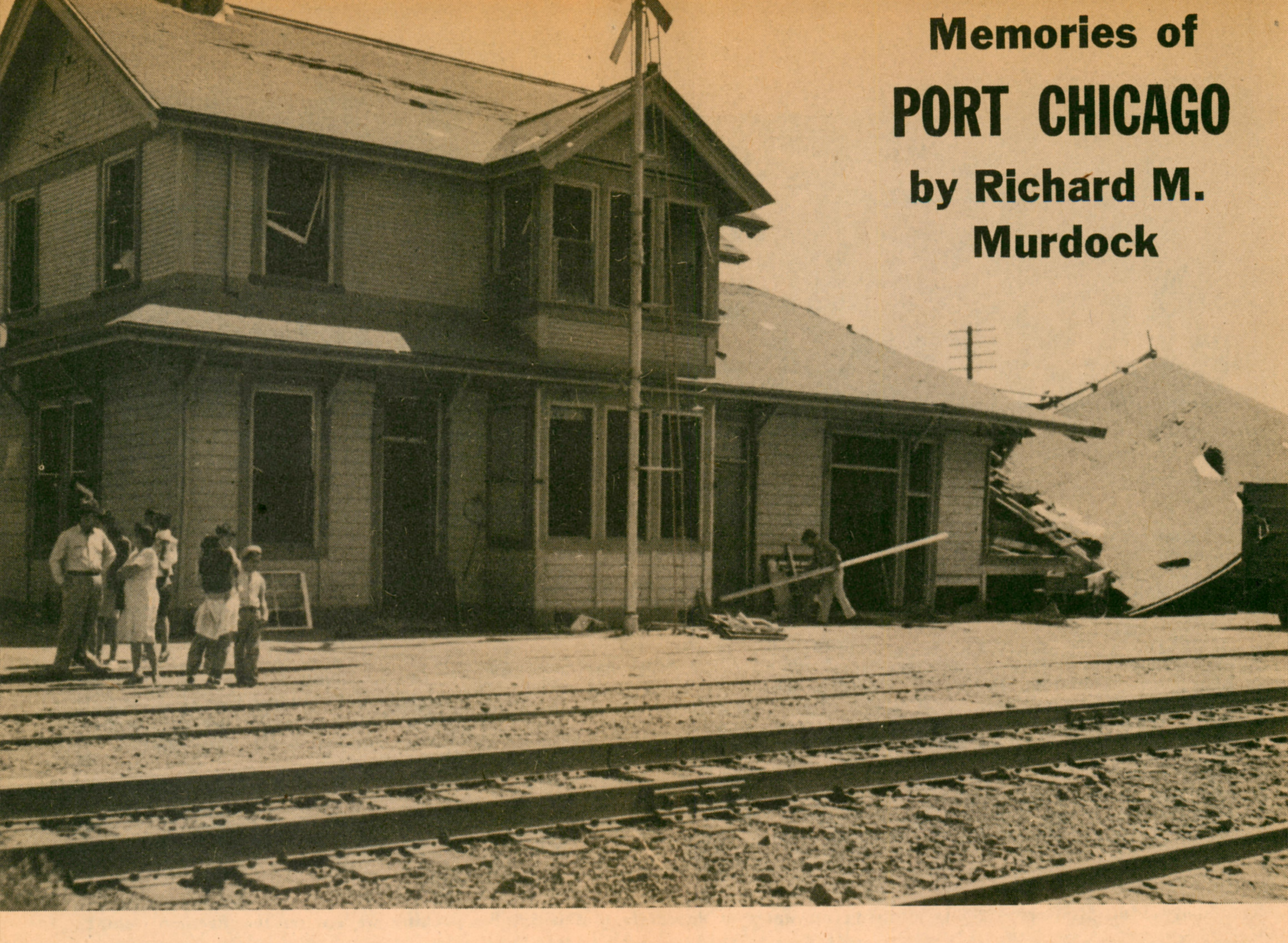
Reading Railroad

New York Div.: Yardley, Pa., originally (later removed to Roelofs, Pa.)

Photograph by Ed Nowak

This sooty 5400 Hudson is really spraying up water at speed. Is that bad valve packing we see on the fireman's side?





Memories of PORT CHICAGO

by Richard M. Murdock

AT NOON the other day I paused before the old Southern Pacific depot at Port Chicago in California. It looks a bit stubby now without the long warehouse and loading platforms that used to stand at the west end, while the boarded-up, drab, second-story windows lend an even more deserted appearance. My memory reached back to a nostalgic incident which occurred there one misty early morning a quarter-century ago.

I was a kid fireman then. Our local freight had taken siding for No. 25, the westbound *Owl,* in the gray dawn and we killed time waiting for it. At length we heard the long wail of its steam whistle. Just then, out of the station stepped a nifty pair of legs attached to a pert young blonde, a wartime operator. She carried a couple of hoops, which held train orders, and her superb figure was something to gaze at.

The whistle screamed again. The brilliant glare from a Mars headlight loomed out of the fog and we listened to the familiar rapid exhaust of a 4400, a giant 4-8-4 with 80-inch drivers churning madly.

Standing on tiptoe and dangerously close, the golden girl raised one hoop as high as she could. I barely saw the *Owl's* fireman crouched in the gangway, arm extended. Quick as lightning, he caught the hoop in the crook of his elbow. At the same time, whipped by a wind from the passing train, the operator's skirt swirled up to her waist for a teasing glimpse of long tapered legs and a brief patch of ivory thighs.

I have never forgotten that sight, even in these days of bikinis and miniskirts. Back to 1969, a quick glance around the ancient depot told me that many of its once-busy yard tracks were gone; and to the west stood a row of gleaming white mobile homes, poised to move—living quarters for the bridge and track welding gangs. Looking eastward, I noted a few scrubby, windbent trees marking the spot where frame section houses used to teem with railroading life.

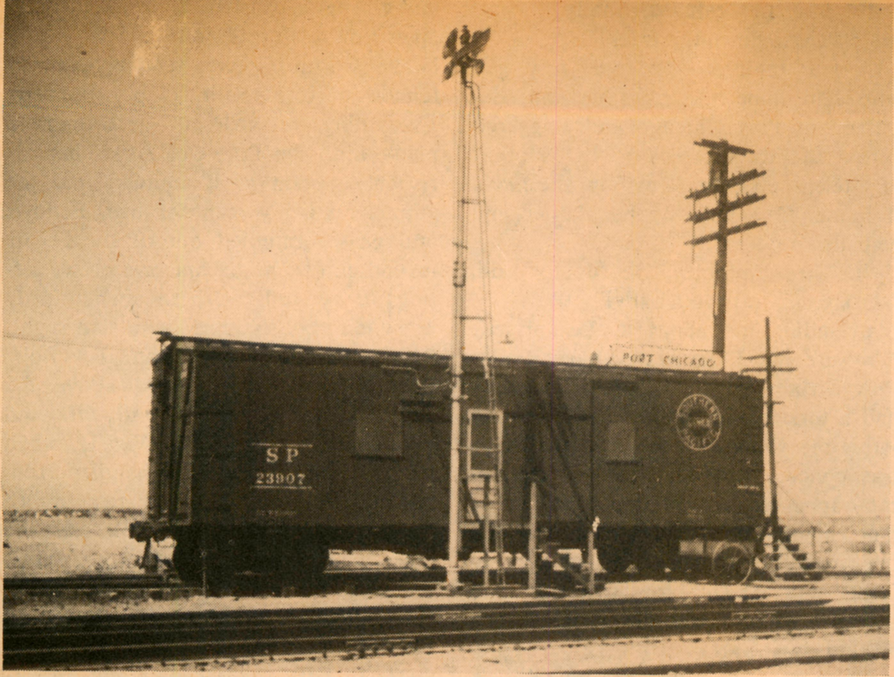
Inside, I found the present agent-operator, Don McCalib, occupied with a traveling auditor and his books.

"Is there any talk of closing this depot?" I ventured.

Don shook his head. "Right now we're doing better than 1400 cars per month. Our business is divided about equally between the Navy and the Sante Fe transfer, with no letup in sight. Besides, this is still an open train-order office on the day shift."

No passenger trains stop at Port Chicago now, but years ago there were five a day in each direction.

The first railroad built through Port Chicago (called Bay Point prior to 1930) was the old San Pablo & Tulare, which later became part of the sprawling SP system. The year was 1878. The Santa Fe followed in about 1900, then in 1911 the Sacramento Northern, a juice line known first as Oakland, Antioch & Eastern, now a Western Pacific subsidiary. The interurban coaches shared Santa Fe's handsome clapboard station on tracks skirting the south side, while Santa Fe steam-powered varnish stopped on the north fringe. Today, alas! there is only diesel freight service—on the Sacramento Northern—with no Santa Fe passenger train making even a flagstop at once-busy Port Chicago.



(Page 24) Port Chicago station of SP after ammunition train and ship explosion of July 17, 1944. (Above) While it was being repaired, boxcar was a temporary depot.
Southern Pacific photographs

EARLY in this century, Port Chicago was served by still another steam line, the Bay Point & Clayton, which operated an afternoon mixed train daily over the nine-mile run to Cowell, famous for its giant cement plant.

The great marshy flats bordering the deep water channels of Suisun Bay proved ideal for industry. Seal Bluff Warehouse Company was among the first to grab a choice site which, during World War I, became the location of a shipyard. A real-estate promotion to house its workers gave birth to the town of Clyde. A three-mile electric railway was built from the waterfront to Clyde expressly for transporting employees; but, oddly enough, no trains ever ran over it. After only four ships had been completed, war ended and the yard closed shortly afterward.

Years ago, Bay Point was permeated by the heady scent of fresh-cut lumber, stacked in the mile-wide flats that separated the SP depot from the waterfront, while sleek mares pulled lumber dollies over the tracks that ran between the mill and the stacking grounds. When either the *Nann Smith* or the *Adeline Smith*—ships loaded with rough lumber from Coos Bay, Oregon—docked at Port Chicago, girls appeared on the waterfront as if by magic, and local boys had fun giving them rides on the dollies, while aboard ship was open house—free coffee and doughnuts for all.

The depot was built shortly after the turn of the century. Romance blossomed in and around it; lovers strolled from there to the bay to picnic and swim, enjoying the briny-scented breezes. Gulls wheeled overhead, hawking for tidbits to the tune of bells, whistles, and rumbling freight cars—action born of steam or the Sacramento Northern's electricity.

I talked with a genial oldtimer, Les Taylor, who served the SP in many capacities and at many stations for nearly sixty years until he retired in 1965.

"My first job at Port Chicago was telegraph operator," he recalls, "for only three days."

The station agent then, George Cornish, later became a close friend of Taylor's. On the latter's first day there as a relief operator, Cornish noted his nervousness.

"Les," he admonished gently, "the dispatcher is forty miles away. He can't hit you over the wire, so take it easy."

That reassurance went a long way toward relieving the young man's tension. One day, when Les was working regularly at Bay Point, a rambunctious stallion had been unloaded and placed in the warehouse. It promptly kicked out a wall. The stock corral was a block west. Les managed to slip a halter on the animal and began leading it toward the corral through mud caused by a recent rain. Enroute he slipped. The horse bolted and ran toward the C. A. Smith lumber yard.

"Before we finally corraled that stal-

Our author, who is now a Southern Pacific engineer, remembers well the SP's giant 4-8-4's, like this one, in the 4400 series.
Photograph by W. A. Pennington, Jr.

lion," Les concluded, "it made love to most of the mares!"

With the help of a few enterprising rail workers, he fashioned a shower in the freight shed—a hose feeding a can with a perforated bottom—to provide relief from the hot summer weather. The door on the track side was left open for the chance of a breeze and the absence of human traffic. One day a fellow employee asked Les if he could walk on his hands while showering. The latter complied, doing reasonably well—until a feminine voice caused his sudden collapse.

"Hello, Les! Having fun?"

It was the Santa Fe agent's wife taking a short cut!

TAYLOR also worked at Martinez, six miles west of Port Chicago. The agent at Avon, an intermediate station, agreed to assist him in a romance by loading a handcar aboard a Martinez-bound passenger train each afternoon. Les used it to pump the entire distance to Port Chicago, woo his love for an hour or two, and then pump back to Avon. He'd leave the speeder there and catch the last westbound passenger train back home.

One night as Les was about to begin the return trip, two girl cousins, one with her brother, appeared at the depot and invited him to "come along and have a party down by the river."

Taylor, usually receptive to such suggestions, turned apprehensive this time. The harder one girl coaxed, the more defensive he became. The three members of the party even offered to help him pump to Avon, deposit the handcar there, and then walk back for the party! Still Les refused, finally pumping off alone down the track.

A few months later, the very girl who had done the most coaxing detrained at Port Chicago and staggered across the tracks, seeking the support of a telegraph pole. Somehow she made it home. One look by her father and he called a doctor.

"In a few minutes," the doctor said, "she's going to have a baby!"

In telling me about it, Les added: "I'm sure glad I missed *that* party."

A certain Bay Point warehouseman had a torrid affair with a Latin beauty. After the romance cooled so far as he was concerned, each time his enamorata appeared at the depot he would hide in the coal bin. At length the pressure from the outraged female became so great that the warehouseman disappeared and was never again seen around those parts.

"And then there was the time," Taylor told me, "that the train crews used the warehouse as a room in which to change their clothes, and that eventually put me on the spot."

Local saloonkeepers complained to Les about the empty beer bottles that they were finding in supposedly full cases. Becoming suspicious, he set a trap and caught the men helping themselves from cases stored nearby. After solving the mystery, Taylor promptly barred the crews from future use of the freight shed. The men were disgruntled and turned him in. An official called upon Les to explain—and he did, up to a point. When asked to name the crew, his memory suddenly failed.

Many oldtimers recall a summer's night long ago when a lurid carnival operated at Bay Point. A few young blades set up a secret rendezvous with female performers in empty boxcars. Everything worked out according to plan—until the Port Costa switcher arrived. As soon as it coupled into the empties, a lively scene ensued. Fellows and girls scrambled out of those cars in undignified haste, and the crew, getting an eye-full, were somewhat tardy in switching the lumber yard that night.

A station agent named "Bob" Brooks, now retired, lived above the Port Chicago depot with his wife and two sons. During World War II, when he was agent, the station handled from $3 million to $5 million per month freight business, mostly explosives for the Navy, which had set up a huge complex. In those days the interchange tracks linking the SP with the Santa Fe were continuously jammed. Switchers from both roads kept drawbars rattling and flanges squealing on a 24-hour basis.

WHEN I bid in a 6 p.m. local out of Port Costa, Lee Beecroft was the hogger. Each cold winter night the old oilburning ten-wheeler wrestled tonnage trainloads of bombs the ten miles to Port Chicago, where we spent the black hours switching the interchange, shoving loads toward the Navy's yard, and pulling empties.

One midnight we headed down the siding to take water opposite the depot. On top of the Vanderbilt tender, I swung the column around with the tank hook and lowered the spout. Then I pulled the spring-loaded lever that opened the supply valve.

A sudden gush of water snapped the chain governing the maximum travel of the spout over the supply pipe. This made the spout extend too far and drop down, freeing the great force of icy water, which struck me squarely in the chest, nearly knocking me from the tender.

Gasping, I released the supply valve lever. It seemed a long time before the sluggish spring action began to function, shutting off the stream. Back in the cab with the canvas storm curtain lowered, I slammed the left window shut and began stripping.

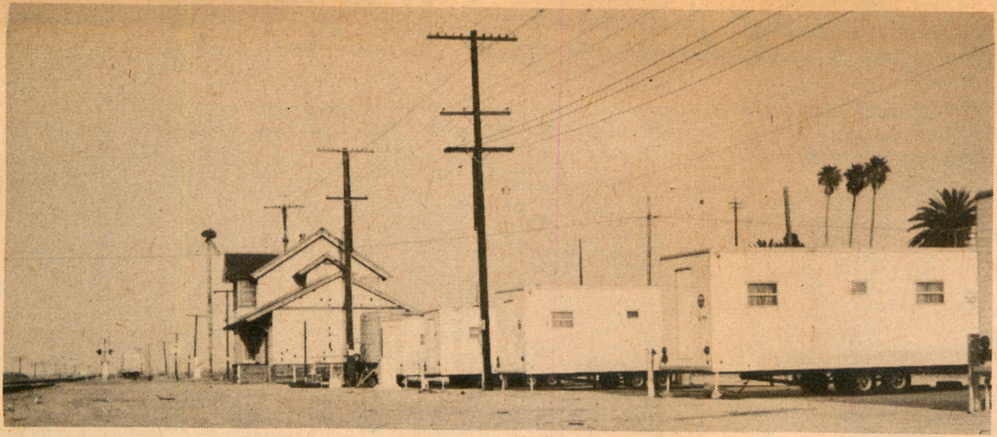
"Go to work," I told Beecroft, "I'll make out."

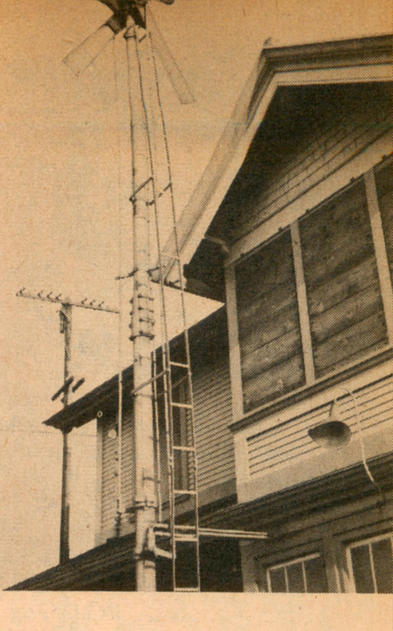
Soon my jacket, overalls, shirt, socks, etc., were spread all over the boilerhead. *Ain't this something?* I remember thinking. *Firing an engine stark naked at midnight in January!*

In an hour, my clothes were dry,

Richard M. Murdock, 346 Valley View Dr., Pleasant Hill, Calif. 94523

Even a dog deserts the Southern Pacific's present-day station at Port Chicago.





(Above) Looking eastward: trailers have replaced the section houses outside SP's Port Chicago depot. These are living quarters for workers. (Right) Old train-order signal there.

Both photographs by the author

and by the next night the renegade spout had been repaired.

One day in 1943 trainmaster Paul Robinson happened by. Brooks complained about the shortage of help around the station.

"What's wrong with her?" Robinson said, gesturing toward Audrey Brooks.

"I won't hire my own wife!"

"I will," the trainmaster said abruptly, and turned to her. "You're hired!"

So Mrs. Brooks worked at her husband's side at Port Chicago until 1965, and then she was transferred to Martinez station. Bob followed a year later, and worked there until he retired.

WE COME now to Monday, July 17, 1944. That day will long be remembered by thousands, myself included. I was in love and had just left the girl who later became my wife. My old '32 Chevrolet topped a hill in Martinez at precisely 10:19 p.m.

Suddenly a great eruption began, purple at the base, brightening out to a dazzling display of reds, yellows, and whites! Fiery fingers mushroomed over a tremendous area. My mind was stunned. What could it possibly be?

My foot had slipped from the gas pedal, the car slowing to about 20 mph. Eerie darkness prevailed now. Then, as if striking a brick wall, the old car stopped in its tracks. My head dropped forward; I was deafened by the thunderous roar of two distinct booms. It seemed that I was all but on top of this phenomenon. Actually, I was six miles away!

Not so with Bob Brooks. He stood facing the explosion from just one mile, framed by an upstairs depot window. The great force disintegrated the glass, miraculously dispersing the minute particles without injury to his eyes and face, although his knees later required stitches. The blast flattened him. In that split second, Port Chicago depot became shambles, with the warehouse portion completely caved in.

Dazed, Brooks picked himself up, found his family shaken but unharmed, and then somehow herded them to his automobile. With Audrey trembling behind the wheel, they drove away.

Modern Santa Fe train No. 2 at Port Chicago. At right is the SP station.

E. Forrest Hadley, 672 El Centro Rd., El Sobrante, Calif.

Bob remembers finding himself with a company official staring at the floor, on which a full pint of whiskey somehow had survived. Brooks and the brass split the pint.

That day Port Chicago local freight trains had wrestled 400 cars of ammunition in a complex starved for space. A westbound extra out of Tracy with 99 more was standing on the main line, its caboose near the depot when the explosion occurred. The conductor lost his eyesight from flying glass.

Two ships had blown up, one fully loaded with 100 cars of explosives, the other being loaded. Temporary living quarters were erected hastily for the Brooks family. A boxcar sreved as a depot while the station underwent repairs. Altogether that disaster claimed 369 lives, injured hundreds, and caused millions in property damage.

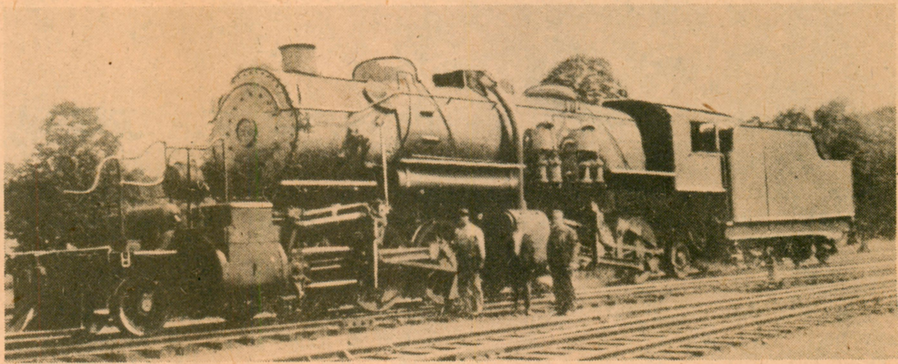
Even now, 25 years later, it's responsible for the death of Port Chicago itself! The Navy recently set up a "Safety Zone" encompassing the townsite against the possibility of a repeat performance. At this writing, the last buildings and houses in town are being demolished or moved. A once-lively community of about 2,000 population is no more.

That helps to explain the depot's present forlorn appearance. For what is a quaint old station without the smell of hot brakes, oil and steam—train-time throngs, laughter and tears? Or strolling lovers, ladies of the night, willing carnival queens, and the like?

Or perhaps even the fleeting glimpse of ivory flesh as a golden-haired girl operator hoops up orders to a thundering ghost of the past? ●

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.**



First Maine Central oilerburner and ex-B&M No. 3000 (2-6-6-2) at Bartlett, N.H.

Glen M. Kidder, R.D. 1, Acton, Mass. 01720

1 ***How can I tell, by looking, if the diesel locomotives on a train are F7, GP-30, etc.?***

You can get this information in detail from Jerry Pinkepank's book, *Diesel Spotters' Guide*, available at $3.50 from Kalmbach Publishing Co., 1027 N. 7th Street, Milwaukee, Wis. 53203.

2 ***(a) Define the term "articulated locomotive." (b) What can you tell me about Boston & Maine articulateds?***

(a) As the name implies, it is a jointed locomotive. More specifically, it has two sets of cylinders, frames, and drivers, operating independently but supplied with steam from the same boiler, and connected by a pivot joint. The leading set swivels; the rear sets rigid with the boiler. Articulateds which are compound are called Mallets, after Anatole Mallet, the French inventor of the articulated compound type.

(b) We thank Richard A. Hoisington, 6 Park Ave., Derry, N.H. 03038, for the following data.

The B&M articulateds include 0-8-8-0 Mallets, class M-2a, built by Schenectady in 1922; builder's numbers 63455, 63456; road numbers 800, 801, 51-inch drivers, 26&40x28-inch cylinders, engine weight 465,000 lbs, tender weight 189,500 lbs., tractive effort 100,500 (simple) and 120,600 (compound). These engines hauled freight west of Hoosac Tunnel. They were sold to the Utah Copper Company's Bingham & Garfield in Sept., 1929, and renumbered B&G 106, 107.

2-6-6-2 Mallets, Class M-1, built by Schenectady in 1910; builder's numbers 48648-48651; cylinder diameter, 22&35x40 inches. These engines, road numbers 1291-1294, were renumbered 3000-3003 in 1911. All were sold to the Maine Central in 1912, 1914, 1912, and 1914 respectively, were renumbered 1201, 1203, 1202, and 1204 respectively, and were scrapped 12/18/29, 7/19/35, 11/18/29, and 10/19/29 respectively.

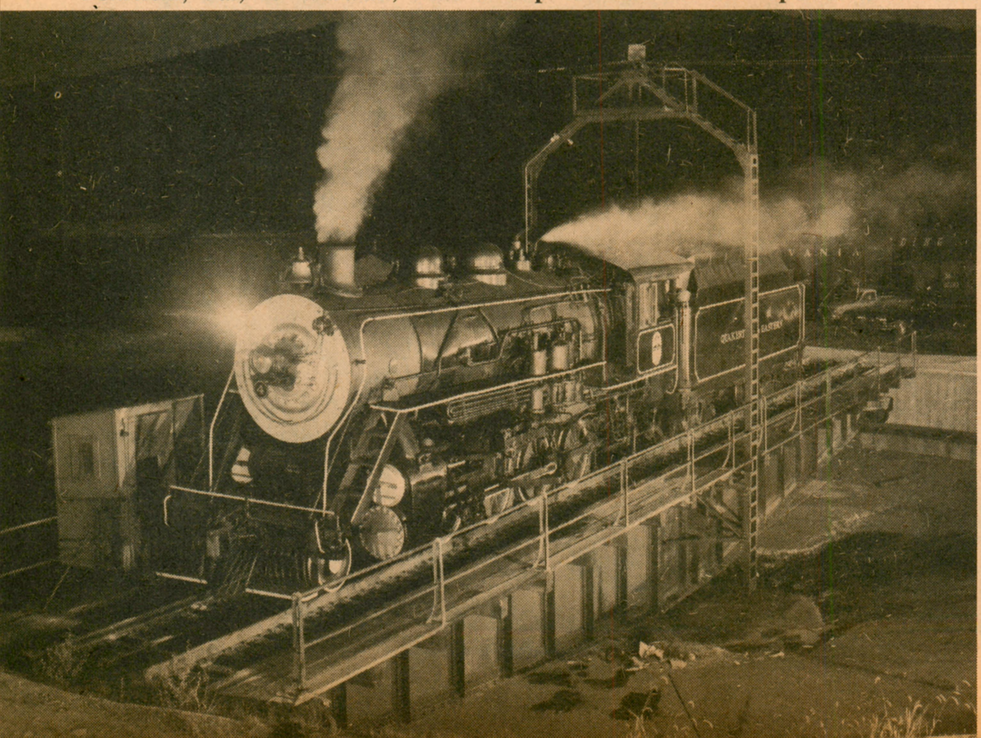
The engines were oilburners, built to haul trains through the Hoosac Tunnel and thus lessen smoke problems. But in 1911, electrification of the tunnel eliminated the need for this type. As Maine Central engines, their principal utilization was as helpers through Crawford Notch in New Hampshire.

3 ***Recently I saw the Algoma Central emblem on a boxcar in Union City, Tenn. Where is the AC located?***

The former Algoma Central & Hudson Bay Railway runs between Sault Ste. Marie, Ont., and Hearst, Ont., Canada, 296 miles of freight and passenger service, with a freight-only branch from Hawk Jct., Ont., and Michipicoten, Ont., 26 miles. The Algoma Central connects with the Soo line, Canadian Pacific, and Canadian National. Its president and general manager is L. C. Waugh, Sault Ste. Marie. (You could find data on all North American railroads, and maps of most of them, in *The Official Guide of the Railways*, about 960 pages, 7x10 inches, issued monthly by National Railway Publication Co., 424 W. 33rd St., New York, N.Y. 10001; copy $5.50, year $42.

Michael A. Eagleson, 286 Washington St., Glen Ridge, N.J. 07028

Quakertown & Eastern's 2-8-0 No. 4 (ex-Buffalo Creek & Gauley) riding the Reading's turntable at Hellertown, Pa., after a most successful Aug. 9th fan trip from Bethelem, Pa., to Warwick, N.Y. A trip to Hazleton will operate Oct. 19th.



4 *What is the present status of steam-hauled freight on the Denver & Rio Grande Western narrow-gage?*

Dismal. The ICC has allowed the D&RGW to abandon its 250 miles of narrow-gage track between Alamosa, Colo., and Farmington, N.M., and substitute truck service. Since 1966 only freight had been hauled over that route.

However, there's still a chance of saving the railroad line and converting it to a tourist attraction. Colorado and New Mexico agencies, backed by other groups, are considering ways of taking over the right-of-way, though funds for the purpose have not yet been provided.

Completed back in 1881, the tracks run through some of the most spectacular mountain country in the nation. Train buffs are confident that a steam passenger service along the route could be as much of a success as the present narrow-gage line between Durango and Silverton, Colo.

5 *How many locos are in service today on Class 1 roads in the U.S. as compared with 40 years ago?*

Nearly all of the 27,400 locos operated as of last Dec. 31st are diesels. Of the 21 steamers still in service at that time, 20 are Rio Grande narrow-gage. Only Penn Central and Milwaukee Road are using electric locos. These figures came from the Association of American Railroads.

6 *Was the song, "The Wreck of the Old 97," based on facts? If so, supply details.*

Yes. The word "Old" signified endearment rather than age. The Southern Railway train described as Old 97 had been operating only about a year when it met the fate that ballad writer David G. George used as his text in a preachment to wives. The fast train started its meteoric career in Dec., 1902, running between Washington and Atlanta, and was wrecked Sept. 27, 1903, killing engineer Joseph A. ("Steve") Broady, two firemen, the conductor, and 6 or 7 postal clerks.

Its discontinuance had nothing to do with the wreck. Inasmuch as Old 97 carried no passengers, only mail and express, the run was pulled off Jan. 6, 1907, because Congress failed to renew the appropriation for this special service. A detailed account of the train appears in *Railroad Avenue*, a book by Freeman Hubbard. Here is the best-known version of the song:

On a cold, frosty morning in the month of September,
When the clouds were hanging low,
Ninety-seven pulled out of the Washington station
Like an arrow shot from a bow.
Oh, they handed him his orders at Monroe, Virginia,
Sayin': "Steve, you're away behind time.
This is not Thirty-eight, but it's old Ninety-seven;
You must get 'er in Spencer on time!"

Oh, he looked round his cab at his black greasy fireman,
Sayin': "Shovel in a little more coal,
An' when we cross that White Oak Mountain
You can watch old Ninety-seven roll!"
It's a mighty rough road from Lynchburg to Danville
And the line's on a three-mile grade.
It was on that grade that he lost his air brake,
And you see what a jump he made.

He was goin' down hill at ninety miles an hour
When the whistle broke into a scream.
He was found in the wreck with his hand on the throttle
And a-scalded to death with the steam!
Now, ladies, you must take warnin',
From this time on ever more,
Never speak harsh words to your true lovin' husbands;
They may leave you never to return!

Here is another version of the song:

'T'was a Friday morning of last September,
And the skies were hanging low,
When Old 97 left those White Oaken Mountains
Like an arrow shot from a bow.
He bent over to his black-faced fireman:
"Boy, better shovel on the coal,
'Cause when we leave this here White Oaken Mountain
You watch Old 97 roll!"

He got his orders at Harmon, Virginia,
Saying, "You are 'way behind time,
This ain't 34, it's Old 97
And you got to roll her in on time."
It's a long down grade from Harmon to Danville,
With a three percent curve in between,
And when he got there, he gave her the highball,
'Cause she had a full head of steam.

U.S. LOCOMOTIVES IN SERVICE

Dec. 31	Total	Diesel electric units	Steam	Electric units	Other
1929	57,571	22	56,936	601	12
1932	53,316	77	52,492	725	22
1939	42,511	510	41,117	843	41
1944	43,612	3,049	39,681	863	19
1947	41,719	5,772	35,108	821	18
1951	40,036	17,493	21,747	780	16
1954	32,872	23,531	8,650	656	35
1955	31,429	24,786	5,982	627	34
1956	30,433	26,081	3,714	606	32
1957	30,248	27,186	2,447	585	30
1958	29,513	27,575	1,350	556	32
1959	29,493	28,163	754	539	37
1960	29,080	28,278	261	492	49
1961	28,815	28,169	112	478	56
1962	28,639	28,104	51	434	50
1963	28,449	27,945	36	429	39
1964	28,300	27,837	34	393	36
1965	27,816	27,389	29	362	36
1966	27,886	27,481	25	344	36
1967	27,687	27,309	21	321	36
1968 Est.	27,400	27,044	21	305	30

Burlington SD 45's running on the Erie-Lackawanna train No. 74 passing a local passenger with Alco RS-3 No. 910 at Waldwick, N.J.

Don Wallworth, 135 Brookside Ave., Hohokus, N.J.

He went around the bend at 90 miles an hour,
You could hear that whistle scream—
They found him in the wreck with his hands on the throttle,
All scalded to death with the steam.
Now, ladies, beware of the terrible disaster,
And, alas, from now on
Never speak harsh words to your true lovin' husband;
He may leave and never return.

7 ***How did the Erie paint or treat the smokebox, boiler front, and firebox on its Berkshire and K-5 Pacific steamers?***

All were painted dark graphite gray.

8 ***What are residual lump-sum payments under the Railroad Retirement Act?***

Their main purpose is to guarantee that every railroader and his/or her family will always get more, in regular retirement and survivor benefits, than the amount he or she paid in retirement taxes. Residual payment can be made after the employee's death: (a) if no survivor is presently entitled—or will be entitled in the future—to a monthly benefit, or (b) if a widow, widower, or parent who has future eligibility elects to give up future rights to a monthly survivor benefit.

The residual payment equals an employee's "gross residual amount" minus the total of regular railroad retirement and other survivor benefits already paid on his or her account. The "gross residual amount" equals certain percentages of the employee's creditable railroad earnings after 1936.

Currently, the average residual payment is about $3,000; the current maximum is over $9,000. If you and your family have already received in benefits at least as much as the "gross residual amount," then no residual payment can be made.

9 ***How safe is train travel as compared with riding in automobiles and airplanes?***

Persons traveling on passenger trains in the U.S. last year, according to the Association of American Railroads, were 24 times as safe as those riding in automobiles and three times as safe as those using planes. AAR figures show that 13 passengers died in rail accidents in 1968, a fatality rate of 0.10 per 100 million passenger miles, while on tthe highways 36,000 motorists were killed, a rate of 2.4 per 10 million passenger miles, and on the airways 258 died in crashes, a rate of 0.30.

10 ***Why are 2-8-0 steam locomotives called Consolidations?***

The very first 2-8-0 was a Pennsy rebuilt in 1864 of its Baldwin-built No. 98. Locos of this wheel arrangement were not known as Consolidations and did not come into common use until 1866, when Baldwin built a brand new 2-8-0 for the Lehigh Valley. She was named *Consolidation* because at the time she was delivered, the LV was taking over several small roads, one of which, the Mahanoy, was absorbed in that year. The original *Consolidation* had 20x24-inch cylinders, 48-inch drivers, and weighed 90,000 pounds.

Running Extra

Detailed info. on Vanderbilt tenders is wanted by R. F. Corley, 490 Albertus Ave., Peterborough, Ont., Canada.

"When was the Mobile & Birmingham, about 148 miles, completed between Mobile and Marion Jct., Ala., and when was the road leased by the Southern?" asks Charles McNeil, Coosa County Engineering Dept., Office of County Engineer, Rockford, Ala. 35136.

Question from H. W. Blake, 237 Campbell St., Winnipeg 9, Man., Canada: "Why hasn't a lighter form of automatic coupler been invented and manufactured to suit certain kinds of rolling stock?"

"Has a book been written about the Porter Locomotive Works and are any collections of Porter photos or drawings available?" asks R. R. Walton, 1745 Sharon Pl., San Marino, Calif. 91108.

Info. on Canadian Pacific's International Div. in Maine is wanted by B. Heald, RFD, Winn, Maine 04495.

Wanted by Scott Trostel, 652 S. Downing St., Piqua, Ohio 45356: info. on railroad built about 1920 between West Liberty & Zanefield, Ohio, but never operated.

History and railroadiana of Wisconsin Central and Wis. Northern are sought by Jerome Lopas, 1297 Plank Rd., Menasha, Wis. 54952.

Brief history of long-defunct Liberty White RR. which ran out of McComb, Miss., is sought by James T. Hatfield, 728 N. Prospect, Kansas City, Mo. 64120.

Wanted by Randy Williamson, 362 N. Maple Rd., Conneaut, Ohio 44030: info. on Wally RR., part of Pennsy in Ohio, abandoned around 1935.

"Where did the original roadbed of West Shore RR. run in the Blauvelt-Nyack area?" asks Mariruth Campbell, Valley Cottage N.Y. 10989.

Info. and pix of the Ulster & Delaware and the Walkill Valley RR are wanted by Jack Motrie, Port Ewen, N.Y. 12466.

"Years ago, when I was down in Mexico, its railways were operated on 24-hour timetables; are they still that way?" asks Al Lievre. (Answer, yes.)

"Have there been any definite plans to build a railroad northwest from U.S. to Alaska?" asks Gary Eklund (Answer, No.)

Having acquired a set of dining-car chimes, Jesse Conde, 156 Starlite Dr., San Mateo, Calif. 94402, is interested in the subject. He asks: "When and by whom were such chimes first used? Was any particular tune or musical sequence ever played on such chimes at meal time?"

Wanted by James Kingman, 2806 Paloma St., Pasadena, Calif. 91107: history and description of sugar plantation railroads on Kauai island in Hawaii.

Short history of old East St. Louis & Suburban trolley line is sought by Bruce Roberts, Box 67, Bonifay, Fla. 32425.

Info. on the Arcade & Attica's ex-Lehigh Valley caboose is needed by C.P. Smith, 69 Burling Rd., Rochester, N.Y. 14616.

"Who can tell me anything about the Wellsville, Addison & Galeton?" asks A. H. Walters, 529 Cypress Ave., Johnstown, Pa.

"Where can I get photos of any or all British locos that visited U.S.?" asks A. Barlow, 2390 Davidson Ave., Bronx, N.Y. 10468.

We recently ran a photo of a reefer No. 13228, lettered "California Fruit Transportation." A. S. Bernoudy, Jr., 3201 Colorado Ave., Kenner, La. 70062, wants info. on it and similar cars.

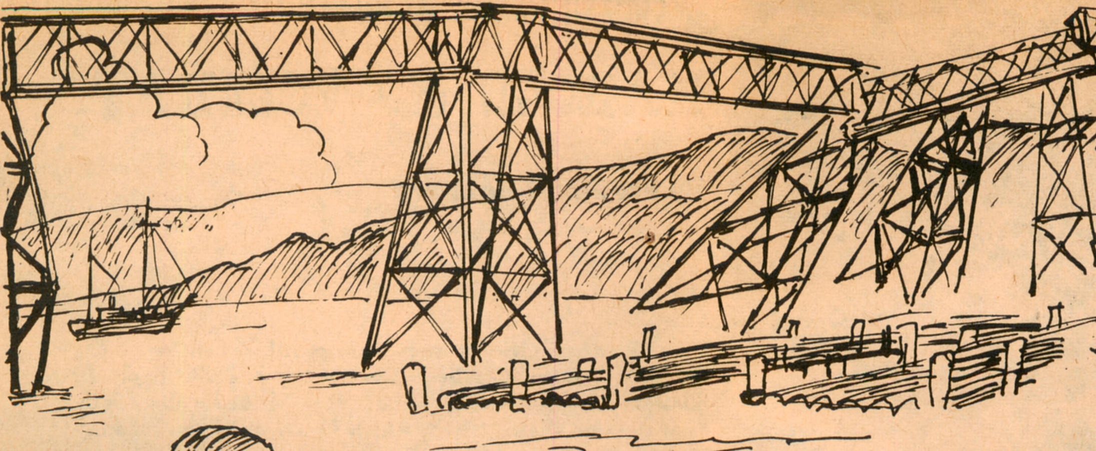
Arthur Shea asked (Aug. issue) about a 1,000-lb. pressure steam loco. According to L. B. Richard, a complete description of this loco appeared in the *Railway Mechanical Engineer*, later called *Railway Locomotives and Cars*, some time between 1927 and 1929. L.B.R. was then the magazine's associate editor and prepared the story. He thinks the loco was built by Superheater Co. in collaboration with the Delaware & Hudson.

"What happened to the two Detroit Terminal open-end-vestibule steel coaches from the Lackawanna, Nos. 581 and 603, with rattan seats, that stood on siding at Strasburg Rail Road in Aug. '63?" inquires L. P. Cummings, 129 Nevin St., Lancaster, Pa. 17603.

Wanted by Lloyd Wharff, 13356 Sherwood, Huntington Woods, Mich. 48070: info. on Detroit Terminal Railroad. ●

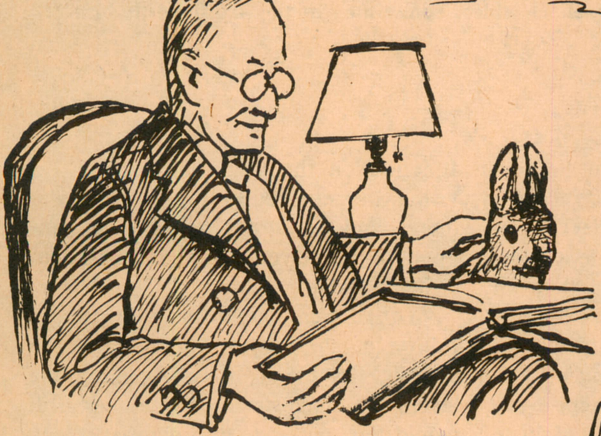
ALONG THE IRON PIKE

by Joe Easley



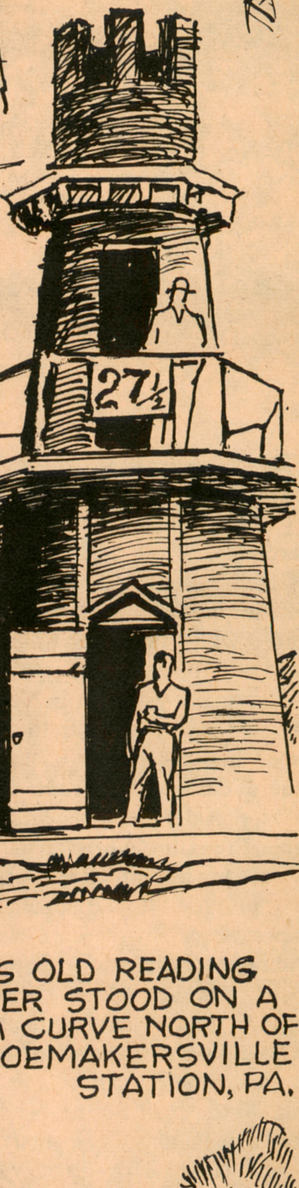
AFTER ABANDONMENT OF MIDLAND VALLEY RR. BETWEEN SILVERDALE, KAN., AND PAWHUSKA, OKLA., ITS TRESTLE NEAR HARDY, OKLA., WAS DYNAMITED.

from (Robt. J. Bruhin)

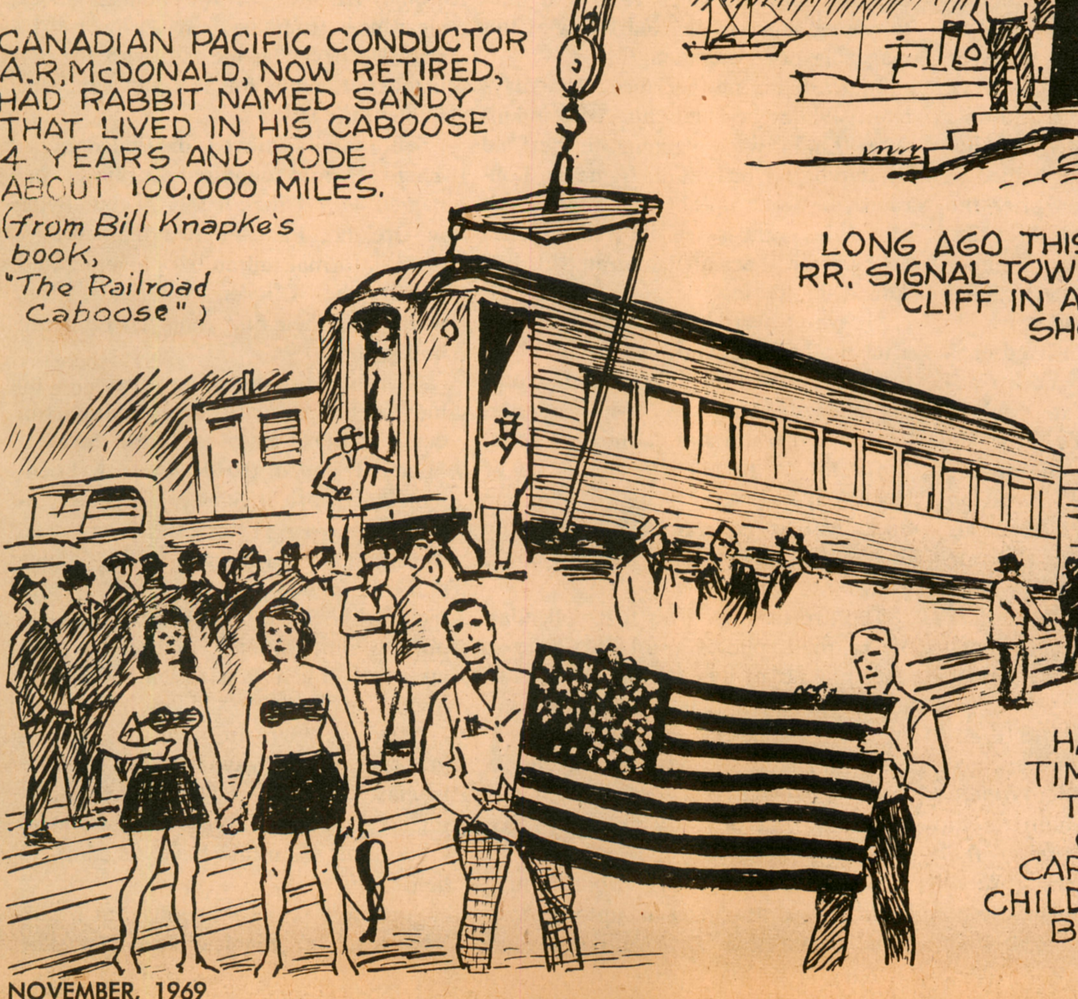


CANADIAN PACIFIC CONDUCTOR A.R. McDONALD, NOW RETIRED, HAD RABBIT NAMED SANDY THAT LIVED IN HIS CABOOSE 4 YEARS AND RODE ABOUT 100,000 MILES.

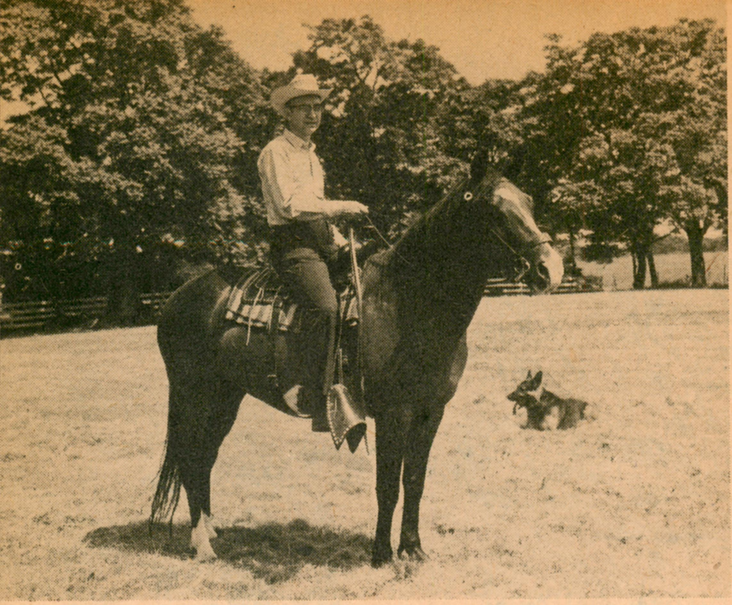
(from Bill Knapke's book, "The Railroad Caboose")



LONG AGO THIS OLD READING RR. SIGNAL TOWER STOOD ON A CLIFF IN A CURVE NORTH OF SHOEMAKERSVILLE STATION, PA.



RESIDENTS OF TERRE HAUTE, IND., GAVE TIME AND MONEY TO SET UP THIS OLD RAILROAD CAR FOR USE AS A CHILDRENS LIBRARY, BUT AGITATORS BLOCKED IT.



Interesting Railfans No. 83

HAROLD K. VOLLRATH

by Freeman Hubbard

Vollrath often rides his mare named Jill, which he keeps on a farm 13 miles from his home, 8938 Maple Drive, Shawnee-Mission, Kansas 66207. He also has a dog, Sally (not the one shown here), which occasionally goes along on his horseback rides, sometimes in the saddle with him.

NUMBER 83 is a train dispatcher and railroad photographer. His collection of negatives numbers around 25,000, mostly steam but some diesels, a large percentage of which he made himself, besides a big file case filled with engine and train photos without negatives.

Born Jan. 6, 1923, in New York City, Harold Kemper Vollrath boasts a railroad heritage from his mother's side of the family. Grandfather C.B. Kemper was president and general manager of the Franklin & Abbeville, a 50-mile Louisiana line which he assisted in building in 1903-'06 and which he helped to operate for many years even after the Southern Pacific took it over in 1926. And Harold's Uncle Walter Kemper was a trainmaster on the International Great Northern (Missouri Pacific).

As a small boy our subject lived constantly in sight of the New York Central's gleaming rails, first at Yonkers and then at nearby Bronxville, N.Y. He tells us that at age ten he rode on the last trip of the train-ferry *Mastadon* across the Mississippi River. He shot his first railroad picture with a Brownie camera one afternoon while bicycling across a bridge on the Central's Harlem Division. It showed two trains, both pulled by electric locos, passing in opposite directions.

In 1933 the family moved to Fredericksburg, Va., where he became intimately acquainted with the Virginia Central. Often on his way home from school he spent happy hours in the noisy VC shops and yards and observing the road's only passenger train, usually a motor car and mail trailer.

At Fredericksburg, too, he became an avid reader of *Railroad Magazine* (then called *Railroad Stories*). His father, a dignified chemical engineer, objected to us on the ground that we were a "pulp," but dropped his opposition when he saw one of our feature articles reprinted in *The Reader's Digest*. Incidentally, Harold has kept every copy of *Railroad* since 1933 and likes to re-read some of the old issues of this magazine now and then.

In 1958 his mother died. Two days later, while he and his wife and his sister Linda were sleeping in her old white-pillared plantation home in Louisiana, he woke up abruptly in the middle of the night to see the wall opposite his bed in a sheet of flames and his bed spread smoldering!

"It was a terrible night, coming just after mother's funeral," he recalls. "We just barely had time to grab some clothing and run out. Twenty-five minutes later the mansion was completely gone! I did try to re-enter it, but a heavy black pall of acrid smoke drove me back. My lungs were seared so badly that several days elapsed before I could draw a full breath."

The fire destroyed his first collection of railroad photos, which, however, were not up to the quality of his later shots. His main collection was not in his mother's house and thus survived. The incident reminds us of book-collector Howard Skidmore (No. 82 in this series of articles) who lost his first railroad library in a fire.

Meanwhile, in 1936, while young Vollrath was attending an uptown New York school near Van Courtlandt Park Junction on the Central's Putnam Division, he enjoyed visiting JS tower there and chatting with towerman-operator Bill Dyer and signal maintainer Mike Delap.

"Those men taught me a lot about railroading," he says. "I soon learned to operate the tower myself, pulling the levers for each train. Sometimes Bill would let me get the manual block clearances from the next station up the line. He never let me talk with the dispatcher, though, for I wasn't supposed to be in the tower."

The family moved to Philadelphia. There Harold acquired a railfan pal named Ray Ollis, Jr.; he's now living in Oreland, Pa. The two fellows took many informal railfan trips together and joined the Clivden Railroad Club, which was their first contact with a rail buff group.

"Through associating with club members I learned to study railroads in depth and take better pictures," he says. "Later I joined the Railway & Locomotive Historical Society and the National Railway Historical Society, and went into the business of selling engine and train photos as a side line. My contacts with hundreds of fans throughout the United States and Canada have given me much satisfaction, adding to my joy of living."

Says Bill Jernstrom, a rail photographer of Fort Wayne, Ind.: "Vollrath is most cooperative with fellows seeking railroad data or photos and willingly takes time from his busy schedule to help them."

And here is a comment from Frank Vollhardt, Jr., engineer and conductor

Harold's wife, Faye, formerly a telegraph op, now school teacher.

And here is daughter Virginia, known as Ginger.

on an industrial road in Ohio: "I have known Harold Vollrath for about 13 years, during which time I bought prints from maybe 7,000 of his negatives. Once a year he sends me a new print supplement and it thrills me to be able to acquire a shot of some little-known loco. I am amazed at Vollrath's ability to keep track of such a large collection. For each loco print he has information on builder, date and place taken."

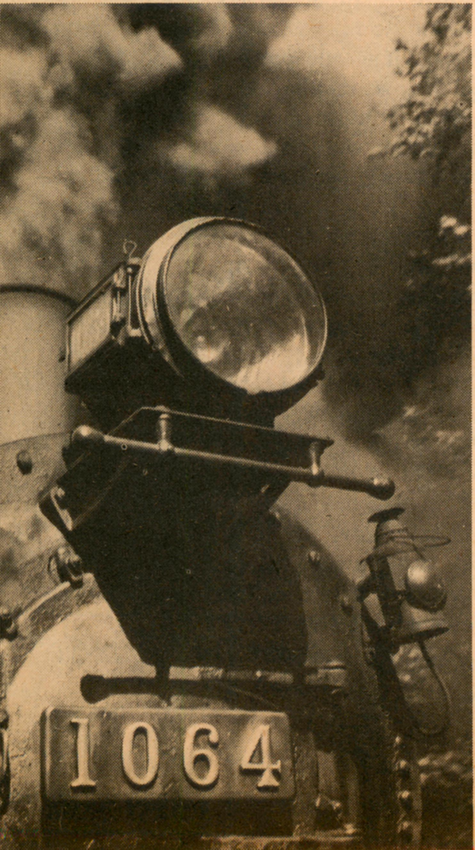
Harold is mild-mannered and soft-spoken. Easy to get along with. Half an inch short of six feet, he has a trim and erect figure, brown eyes, a ready smile, and is partly bald.

"As a kid," he remembers, "I tried fooling around with cigarettes for kicks, but before I could get the habit I learned from a famous New Orleans doctor that smoking was bad for one's health. So I cut it out permanently. And we never keep liquor in the house."

In 1937 he added HO modeling to his hobbies. With the assistance of a friend, George D. Stock, he built a few miniature locomotives from kits, beginning with a Pennsy 0-6-0 switcher, class B6, which is still operable today; and he has been intermittently active in model railroading ever since.

"I used to collect timetables," says Railfan 83, "but my collection got too bulky, so I settled for ten *Official Guides*, spaced out since 1890, although I am looking for one around the turn of the century. I also have about 100 railroad books."

This photo, used on a front cover of *Trains* magazine, was made by Vollrath on Reading Rail Ramble in May '41.



Harold likes to contribute photos to authors for their books, but has done no professional writing himself, aside from an article on the KCS in our April '57 issue and a few historical bits in newspaper features. For a while he worked in his grandfather's sugar refinery near Franklin, La., and later as a warehouse foreman; but his heart remained with the railroads. Grandpa kept a couple of switch engines in the yard behind his factory. Unknown to the old man, the future Railfan 83, starting at age 12, rode around the yard in those goats with the crew, and learned to fire and run them. When Grandpa found out about it, he was much disturbed, for he feared Harold might get hurt. For a few weeks, however, when some crew members were stricken by a flu epidemic, the boy worked seriously at the job of running those engines.

As he grew older, he took to hanging around the SP depot at Franklin, where every train stopped for water and an inspection. That gave Harold a good chance to take photos. He would even hound the operators for a line-up of what power was coming soon. The day op, Wallace Stevens, asked the lad if it wasn't expensive for him to make so many snapshots.

"No, sir," was the reply, "because I develop and print my own pictures."

The boy had gained this skill from working for a finishing house in Philadelphia for two years on part time. One day, while Mr. Stevens was out of the office, Harold's curiosity prompted him to open and close the telegraph key several times. The operator caught him at it, but instead of bawling the boy out, he said: "If you'll rig up a practice set, I'll teach you telegraphy. In return, you can show me how to develop and print pictures."

It was a deal. Harold spent long hours in the depot and, when time permitted, the brass pounder tapped out messages to him. The day man had a brother, Joe, on the night shift. Harold would hang around him also, often after midnight, getting more experience in Morse, besides developing and printing pictures in a makeshift darkroom. Later, when the Texas & New Orleans (SP) hired Harold as an extra op, he showed his gratitude by giving Wally Stevens his enlarger.

"It was not easy for me to convince the chief dispatcher at Lafayette, La., that although I was only 18 I could qualify for a telegraph job," he tells us. "But at length I went on the payroll as a relief operator on the first trick at Morgan City, La. I still have a copy of an official order I copied and delivered to First 240 just ten minutes after I began work."

That was in wartime. Trains ran thick and fast. The dispatcher must have heaved a sigh of relief when Harold was through for the day and the second-trick op went on duty, for he knew the kid was green.

"I passed up 27 regular jobs," our hero recalls, "in order to work my way to the top of the extra list and at as many stations as possible on the division so as to learn as much as possible about the division. Whenever I could, I deadheaded to the job on a freight train, often riding engine cabs, with my camera."

In time, aware of the wartime scarcity of help, Harold persuaded Superintendent R.M. Glover to give him a try at dispatching trains. The assistant super, E.W. Torian, said: "Kid, I'll give you 30 days to make it or break it."

Soon he was dispatching regularly on the midnight shift on 102 miles of single track between Lafayette, La., and Echo, Texas—a line which often had 8 to 12 trains rolling over it at one time. Seven operators were spaced out along the line; every one of them was a girl!

Echo was merely a spot in a swamp on the state line. No town. The operator there, Faye King, was on the Houston Division. Harold did not know her except from working with her over the DS phone. Every night they would run train No. 3 westbound and several sections of No. 6, *The Argonaut*, eastbound. The Houston Division dispatcher handled the various sections of *The Argonaut* into Echo and would give Harold advance figures on the anticipated arrival of those trains so he could plan their meets.

Harold would issue an order every night giving No. 3 right over all sections of *The Argonaut* from Lafayette to Echo. When First 6 showed up at Echo, approximately on time, he would put out another order to No. 3 at Lake Charles and to First 6 at Echo, giving them a meet at Lockmoor, just west of Lake Charles.

One night as Miss King OS'd First 6 out of Echo, she asked Vollrath why he had put No. 3 in the hole for First 6, which he had never done before. She was interested in the anticipated arrival of No. 3 at Echo so she could call a crew.

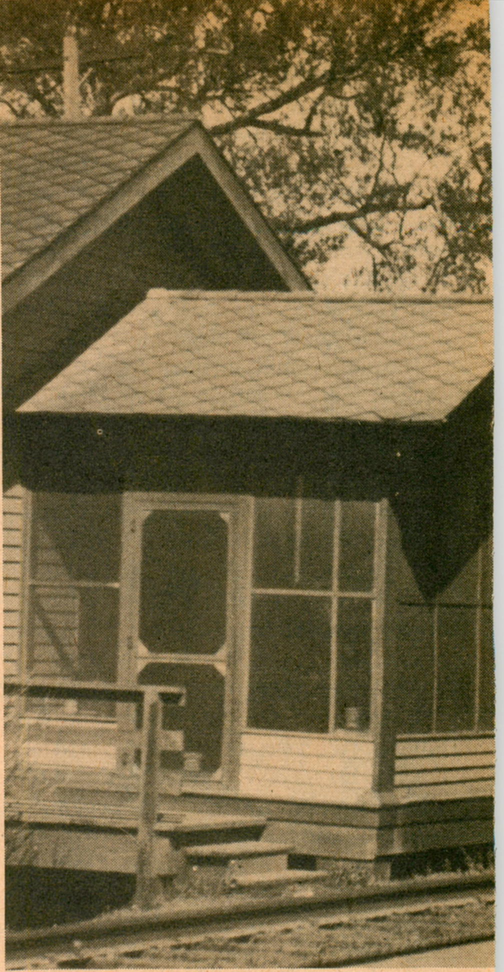
"Read order 203," he replied. "No. 3 has right over Six."

She said that as she didn't have that order, she could not have given it to First 6. Checking his clearance record, Harold discovered the error. The skin crawled up the back of his neck. While the two trains had an order to meet at Lockmoor, both were entitled to use the single-track main—and could collide! Quickly he rang Molly Knight, the op at Vinton, the only station between the two trains, and asked, "Is First 6 by yet?"

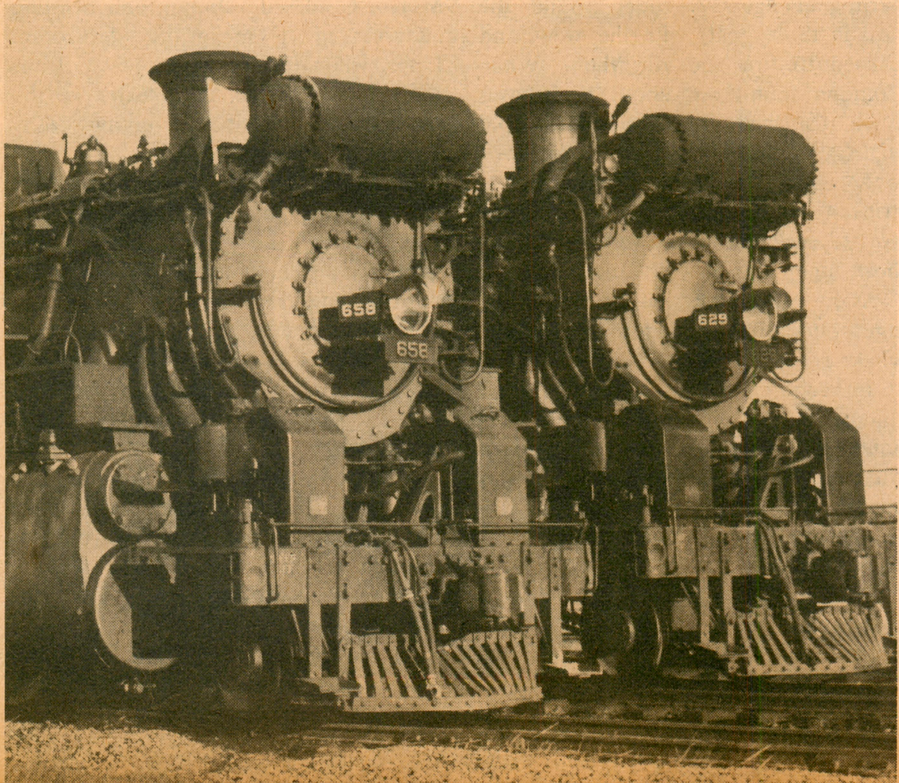
"No," she said, "but he is coming close."

"Copy an order," he demanded.

"I'll try, but I may have to stop him."



Vollrath found Texas & Pacific's Hollywood yards in Shreveport, La., a nice place to visit 20 years ago. Here he photographed two 600-class Lima 2-10-4's that were lined up to take train 55 westbound in two sections every evening.

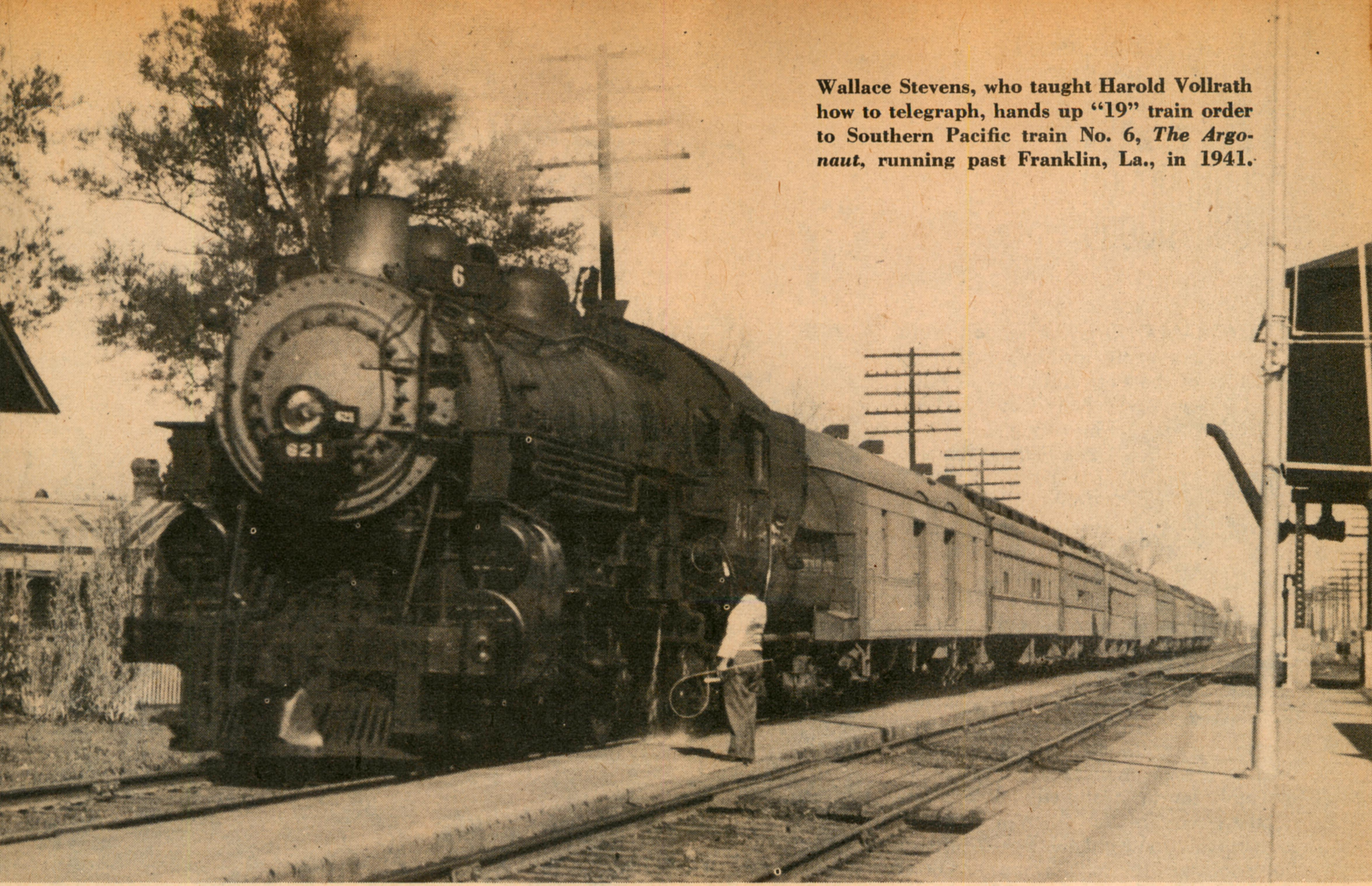


Well, the harrassed DS managed to get the missing order hooped up to the crew. The passengers on board never knew how near they had been to disaster. After that, on his first night off, Harold journeyed to Echo to meet Faye King, who had saved the day by calling his attention to the glaring slip.

He found her slim, beautiful, and moderately tall. Her smile was infectious. She must have found Harold attractive, too, for they soon fell in love, and were married in 1946. They are now living at 8938 Maple Drive, Shawnee Mission, Kan. 66207, and have two children: Ginger, 18, and David, 16. For the past few years Faye has been a fifth-grade school teacher.

Harold moved over to the St. Louis, Brownsville & Mexico (Missouri Pacific) as a dispatcher at Kingsville, Texas, and his sister Linda married his railfan buddy, Ralph Ollis, Jr. On that job our subject took photos of the many steam engines that pulled trains of solid reefers full of vegetables.

Later he worked for the Rock Island



Wallace Stevens, who taught Harold Vollrath how to telegraph, hands up "19" train order to Southern Pacific train No. 6, *The Argonaut,* running past Franklin, La., in 1941.

All photographs from collection of Harold G. Vollrath

for eight months at Kansas City, Mo. Of that period, railfan Wesley Krambeck of Kansas City writes: "Vollrath and I went around a lot together in quest of steam pictures. One day he was photographing engines in a railroad yard when he happened to see a couple of yard men sleeping on the job. The men angrily tried to break his camera. They probably thought he was a spotter and would use the pictures as evidence, but my friend pacified them with his usual diplomacy."

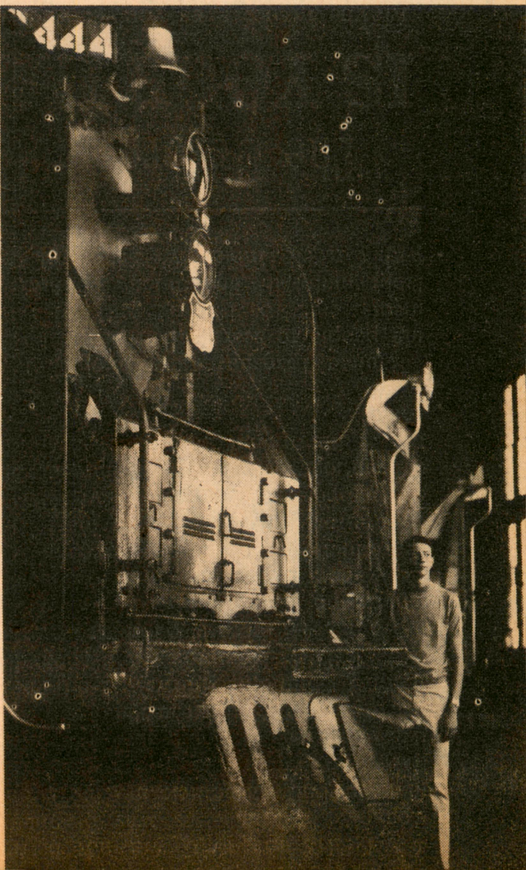
Harold went back to Kingsville for a winter rush, and then to the Katy for an oil rush, while Faye was employed as a ticket agent and clerk on the MP. A boomer dispatcher named Kenny Owen, then working for the Kansas City Southern, advised Harold to hurry over to Shreveport, La., because the KCS needed a dispatcher,

From 1951 to 1964 Harold Vollrath worked as a third-trick dispatcher on the Louisiana & Arkansas, which is a wholly-owned KCS subsidiary. He had the usual experiences that happen to dispatchers—overlooked calls, misfigured tonnage, etc.—and on one grim occasion he sat through a head-on collision set up by a dispatcher he had relieved. For the past five years he has been engaged in labor relations for the Kansas City Southern Lines, his title being assistant to vice president, personnel.

Harold has a mare named Jill, which he bought from a kind veterinarian and regards as a member of the family. He likes riding in the country.

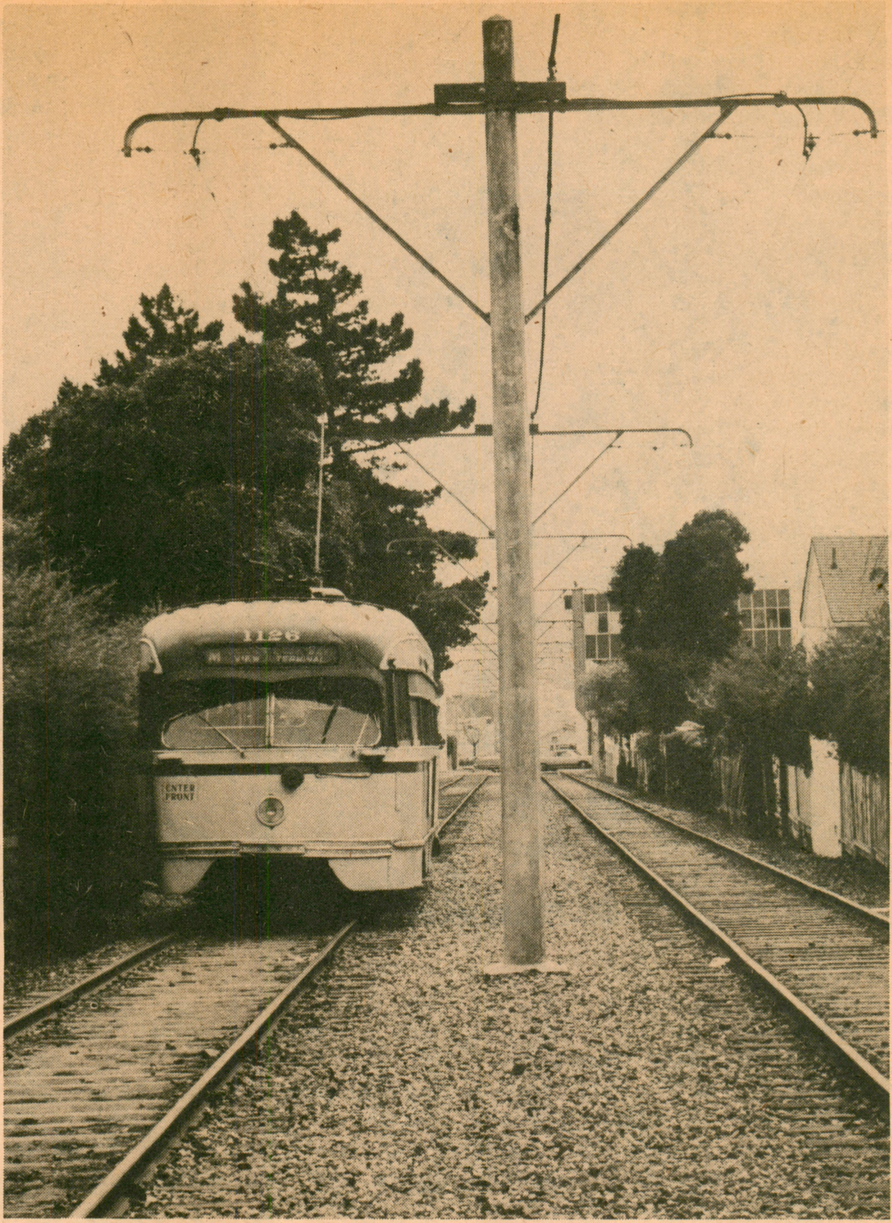
"We keep Jill on a farm 13 miles from our home," he tells us, "and see her only on week-ends. The children and I like to ride. We also have a black and white Boston terrier named Sally and a white cat named Snowflake. My favorite time to go out riding is at dawn. The dew hangs low over everything and I watch the sunrise in the quiet solitude of a lazy Sunday morning. Sally races along behind me, and when she gets tired I carry her on the saddle." ●

Harold Vollrath's son, David, visits Union Pacific 8444 in roundhouse at Cheyenne, Wyoming, on July 10, 1969.



STEVE MAGUIRE'S

TRANSIT TOPICS



The extensive private way on the San Francisco Municipal Railway "M" line will have better downtown access when the Bay Area Rapid Transit subway is finished in 1972, or thereabouts. This car is seen approaching the St. Francisco Circle.
Harre W. Demoro, 3040 Jordan Rd., Oakland, Calif. 94602

SCANDALOUS is the kindest word we can apply to July's action by directors of the Port Authority of Allegheny County (PAT in voting 7 to 2 to seek Federal funds to build a Skyway Route and two PATway bus routes over existing trolley rights-of-way to Drake and Library, Pa. In favoring Skyway and PATway, the Board ignored a recent study if rapid transit routes made by Westhouse Air Brake Co. which indicated that rail lines in the same areas could be built for at least $100 million less than the cost of the other projects.

Steve Maguire

Not only that, but the Board refused to publicize the significant WABCO figures, which it already had in its possession prior to the voting, and barred the public from its meeting at which the vote would be taken!

These were collossal blunders. The Board is a public agency, subject to laws protecting the people's right to know what is being done. Besides spending tax money, it depends upon Federal, state, and city aid to keep going. We see no valid reason for the policy of secrecy. It is our belief that directors who act in such fashion should be investigated in an effort to find out the motives for what they did. Here is a condensation of a Pittsburgh *Post-Gazette* editorial:

"Directors of Port Authority Transit last December encouraged Westinghouse Air Brake Company (WABCO) to make, at its own expense, a study leading to an alternative proposal to Skybus, the experimental rapid transit project in which PAT has long been involved.

"WABCO completed its study and made its recommendations to PAT's directors at a closed meeting. Over the heated protests of a minority, a majority of the directors opposed release of the proposal and prepared, meantime, to approve a request for federal funds with which to proceed with a Skybus demonstration route to the South Hills.

"Rather than submit to suppression of its report on a public project that will cost many millions of dollars, WABCO has rightly released its findings. The public has a right to know if there are feasible alternatives to Skybus.

"It's a pity that there is not more time for extensive public discussion of the various claims for and against these alternative transit proposals.

"If PAT's directors were irrevocably committed to Skybus, they should not have encouraged WABCO to make its independent study. For in doing so, and then in trying to suppress the report, they have raised eleventh-hour doubts as to the wisdom of the course they seem determined to follow."

WABCO has asked the County Commissioners for a hearing on its proposals in view of the fact that they would have to approve the application for Federal funds for Skybus. In addition, at least one suit has been filed against PAT, this by a McKeesport councilman, asking that the Skybus plan be blocked pending public arguments. Information for our PAT story came from Donald Slick of Oil City, Pa., and "old reliable" John Cerny of Pittsburgh.

CHICAGO TRANSIT AUTHORITY and Greyhound Lines, East, have signed an agreement allowing Greyhound to use 3 CTA rapid stations as "satellite" terminals. Under its terms, Greyhound coaches from and to Chicago will stop at the Dempster Street "Skokie Swift" station, the Jefferson Park station on the Kennedy rapid transit line, and the 95th Street station on the Dan Ryan line. George L. De Ment, CTA board chairman says:

"The agreement is a giant step forward in our efforts to build a truly unified transportation system responsive to the needs of Chicagoans."

In operation, Greyhounds departing from the company's Loop terminal on Randolph Street would stop at the 3 stations as they leave Chicago, while Greyhounds arriving in the city would also use the stations on their way to the Loop.

CTA is now operating a new, and modern $6.6 million terminal and extension of the Englewood rapid transit elevated branch, located near a major intersection and replacing the obsolete Loomis terminal a quarter-mile to the east. Construction included a half-mile of new "L" structure and was done by the Chicago Public Works Department. The Federal Government paid two-thirds of the cost.

SAN FRANCISCO has abruptly junked plans to use a much-criticized style of German trolley car in the new downtown rapid transit subway. The City Public Utilities Commission, operator of the Municipal Railway, will be asked to hire an eastern consulting firm to design a streetcar tailored to the city's needs.

The new cars will run in the downtown subway, then return to surface through portals and operate over surface trackage in use today by the city's existing streetcars.

For more than a year, official city policy was that the DuWag car, modified for San Francisco traffic and manufactured in the United States, was what San Francisco authorities desired. This car is about 95 feet long and hinged in two places to negotiate sharp curves and abrupt grades.

But Jack Crowley, deputy general manager of utilities, says that in the past year conditions have changed, particularly with regard to the protection of passengers. He says the consultant will produce plans and specifications that the city could use in seeking bids for building the cars. He estimates that the study will take about nine months, and actual car production two years. The cars should be ready in 1972, probably in the summer, in time for use in the new subway.

This information comes from Harre W. Demoro, an *Oakland Tribune* staff reporter. Although there are occasional changes in plans for the Municipal Railway, it still seems likely that all 5 trolley routes will be retained, with types of cars the only doubtful factor.

NIAGARA MONORAIL LTD. was figuratively cheered by downtown business men in Niagara Falls, Ontario, when it announced the other day that it would extend its proposed monorail to the foot of Queen Street.

The $12 million system plans to carry tourists and commuters 23 feet above Penn Central tracks the six miles from Chippawa to downtown Niagara Falls, with stops along the way. The original proposal, made public June 17th, called for the monorail to run to Bender Hill, about 4 miles, and at a cost of $10 million.

The company is based in Niagara Falls, N.Y. and is a wholly-owned subsidiary of Goodell Monorail Industries

Jack Armstrong, 197 N. Summer St., Adams, Mass. 01220

"In the good old summer time": car 1850 of Connecticut Electric Ry. Assn. in woods near Warehouse Point, Conn.

AIRPORT
1850
AIRPORT

Lt. of Salt Lake City, Utah. Niagara Monorail has paid Penn Central $900,000 for air rights which will allow them to build two single rails above the tracks. The trains, running on rubber wheels, will hang from the rails.

Plans call for 12 trains, each seating 200 passengers, to run during the tourist season. Operating at full capacity the monorail would be able to transport 14,000 persons hourly. The entire run from Chippawa to Queen Street would take 22 minutes, with one-minute stops at stations along the way. The monorail trains would travel at about 20 miles-an-hour, with one passing a given point every three minutes.

In off-season, the overhead trains would carry passengers into the city and back. Construction is due to begin as soon as the city issues a building permit.

EDSON L. TENNYSON, deputy public property commissioner of Philadelphia, warns that a group of citizens appealing their suit against the Broad Street subway extensions "has the legal potential of ending any transit progress in this region." He says that if the appeal to the State Supreme Court is upheld, "we may as well forget mass transit and pave over the entire city."

The citizens group has challenged the city's contention that the subway extensions would be self-sustaining. A Common Pleas Court judge ruled in the city's favor, but the citizens are appealing a court order requiring the posting of a million-dollar bond for an appeal. Meanwhile, Tennyson says the city cannot award contracts on the extensions, although another year's delay on the projects, because of a legal test, would add at least $10 million to the cost.

ROGER C. POWERS, JR., a veteran of 32 years in rail transportation, has joined the Port Authority Transit Corporation, Camden, N.J., as superintendent of equipment on the Lindenwold-Philadelphia rapid transit line. The 14.5-mile, automated line was initially opened from Lindenwold last Jan. 4th and its entire length to 16th and Locust streets, Philadelphia, on Feb. 15th. Mr. Powers is responsible for maintaining its Budd-built, 75-car fleet consisting of 25 single units and 25 permanently-coupled pairs. The line carries more than 24,000 passengers daily on weekdays.

Overseas Electric Lines

BRISBANE tramways folded up on April 13th, leaving only 4 other trolley systems in Australia, laments Kenneth McCarthy, 40 Parkside Dr., Dapto, New South Wales, Australia. These are Melbourne's large city system, an 8-mile suburban line running out of Adelaide, and 2 small city operations at Bendigo and Vallarat. The last two may be dropped this coming winter, depending upon Parliament, which in 1968 delayed the abandonment for another year. Bendigo uses both Birneys and old wooden trams. Although their old cars are well kept up, both small systems show their age and seem to be living on borrowed time.

The Brisbane system, now gone, opened as a horsecar line in 1885, was electrified in 1896, and came under municipal control in 1925. At its prime it had 65 miles of street railway line. Some of its cars were built only 5 years ago.

Ken tells us also that the Brisbane Historical Society was formed recently to preserve some local trams. This active group has a covered depot in Ferney Grove, a suburb, at the terminus of a surburban rail line, and has transferred 20 trams and 2 trolley buses to that place. Our correspondent adds that the operating trolley museum he belongs to, the South Pacific Electric Ry. at Loftus, N.S.W., has 3 former Brisbane trams.

"BECAUSE inhaling tobacco smoke makes me ill," writes Mr. B. Murphy, Long Lane, London, S.E.1, England, "I travel in non-smoking compartments on the city's Underground. But smokers who get into these carriages often refuse to extinguish their cigarettes and pipes when asked. The Underground staff seem reluctant to do anything about it. What is the point of having non-smoking compartments if smokers are allowed to abuse them?"

HUNGARY HEARD FROM. The Budapest weekly *Ludas Matyi* recently printed a letter from one of its readers saying that he had complained to the Budapest transit authority, urging that a public clock be installed in the Varosmajor streetcar terminal. The transit authority replied that its laborers did not need a clock to do their jobs.

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

"Such a clock," said the authority, "would clearly serve the interest only of the traveling public and therefore the matter falls under the jurisdiction of the local municipal commission."

We fail to understand why what is in the public interest is not also in the interest of the transit authority, since its responsibility is "to serve the public." If this bureaucratic logic is carried a little further, we shall see the seats removed from the streetcars by the authority, since they are not in the interest of their workers, but *only* in the interest of the traveling public.

EFFECTS of the abandonment of some rail lines in Europe are noted in the June issue of *Modern Tramway,* a publication of the Light Railway Transport League, 14 Cudlow Ave., Rustington, Sussex, England, as follows:

"We are constantly being regaled by depressing stories of the decline in the number of passengers using public transport. The bus replacements of Den Haag, Holland, is a story in itself. Tram No. 1 became bus No. 1, which soon lost so much traffic that it vanished. Trams 2 and 5 became a single bus route. This, too, declined and vanished. It looks now as if more buses will disappear from Den Haag, as there are active plans for *tramstitution* —a delightful new word.

"Corroborative evidence comes from elsewhere in Holland. The Rotterdam bus to Schiebrock has just been replaced by a new tramway, and the trams are so heavily loaded that the service has been increased!" ●

Collection of Stephen D. Maguire

Philadelphia & West Chester Traction car 21 at Clifton, Pa., terminal in 1907. The line was extended later to Sharon Hill; it still operates; old car is gone.

PASSENGER TRAIN SURVEY

Manhattan skyline forms a magnificent backdrop for the Baltimore & Ohio's *Royal Blue* departing from Jersey City, New Jersey. This train no longer operates.

Photograph by Don Wood

LOUIS W. MENK, president of the Northern Pacific, says he'd like to see the discontinuance of the *North Coast Limited*, which runs between Chicago and Seattle.

"But," he adds, "it is our intention to continue this crack train on a daily schedule, to continue upgrading the service and maintaining the fine tradition of excellence it has earned. These are our intentions despite the unalterable fact that we lose approximately $2.6 million per year on the *North Coast* alone.

"Our company cannot continue to withstand the losses of running two passenger trains across our system and has asked for relief by removing the *Mainstreeter*, which follows the same route."

Contracts for the design and construction of an experimental tracked air-cushion vehicle (TACV) have been delayed "until further notice" by the U.S. Department of Transportation, apparently to gain time for checking on results of a similar French experiment.

Such a prototype vehicle, called aerotrain and running over a cushion of air on concrete track, has been undergoing tests for several years in France. The developer, a European affiliate of the U.S. firm, Aeroglide Systems, Inc., has been "shaking down" an 80-passenger jet powered model in preparation for tests at 185 miles an hour on a 12-mile track near Paris.

One of the few bright spots in the railroad passenger picture—the high-speed *Metroliner* operation between New York and Washington—is slated to get brighter. At least that rosy view comes from the Penn Central.

Howard C. Kihout, the PC's vice president for passenger service, gloated that, after long declines, rail travel the full length between the two cities jumped 72 percent above the same 1968 period and 11 percent with all stops included. The occupancy rate on the *Metroliners* has been a "sensational" 76 percent, he said. Travel on the regular PC trains between Washington and New York also has increased.

Meantime, Eastern Airlines reveals that its passenger traffic between Washington and New York dropped 3 percent in the first six months of 1969 compared to the same 1968 period. It attributed part of the drop to *Metroliner* competition.

The Chesapeake & Ohio and Baltimore & Ohio have filed a notice with the ICC to reschedule two little used mail-passenger trains in order to provide more convenient daytime service between Washington. Pittsburgh, Akron, and Chicago.

The new daytime service would complement the overnight service provided by the *Capitol Limited* between the four cities. Trains 7 and 10, between Akron and Chicago, would be eliminated, but passenger service to the territory will continue via the *Capitol Limited.*

Confrontation tactics got results for irate passengers of Penn Central's *Spirit of St. Louis* train at St. Louis. About 35 of them sat down or stood in front of the locomotive, refusing to move until repairs were made on the train's single coach. The car was without lighting, air-conditioning or drinking water—in 100-degree temperature.

They got results. A work crew fixed a broken generator belt, and power was restored. The train rolled on more than an hour late, but its air-conditioning failed again six hours.

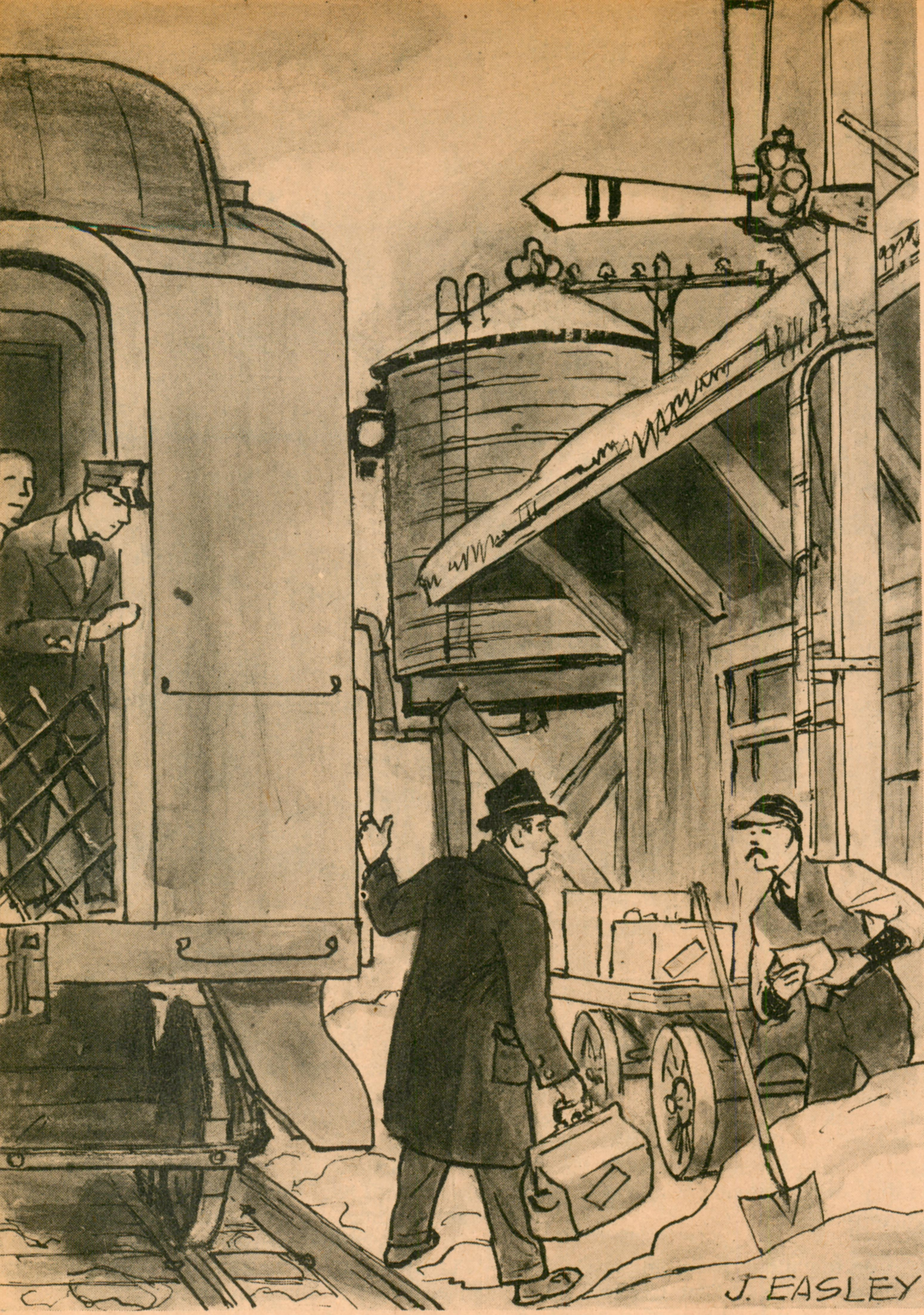
The St. Louis *Post-Dispatch* quoted employes as saying the train often traveled minus air-conditioning and with other defects uncorrected. An irate passenger told the paper: "This whole business is just the attitude of the railroad. They want to get rid of passengers."

The passenger "uprising" occurred just two days before the ICC authorized the road to discontinue the train, which operates between St. Louis and New York. However a Federal judge at Harrisburg, Pa., issued a temporary order requiring continuation of the train pending a court hearing. He did so on a petition filed by three states (Pennsylvania, Indiana and Ohio), joined by cities and railway unions.

"There is nothing—absolutely nothing—more luxurious than having a meal on the dome diner of a really good train such as the Union Pacific's *City of Portland*," writes Dick Fagan in the *Oregon Journal*; "and when the passing scenery is that of the magnificent Columbia Gorge—well, there's nothing like it. You can have your apertifs on the Champs Elysees, your lunch under the banyan tree at the Moana in Honolulu, your dinners high in the sky overlooking the lights of the cities, your picnics on the beautiful Oregon beaches or in the South Seas. They just can't match lunch on the dome diner going up the Columbia Gorge." ●

SNOWBOUND AT MUSKEG

by Clifford L. Sweet



"Kenyon's my name," said the new arrival. "Came up here to relieve you."

THE TELEGRAPH operator at Muskeg, Buck Saunders, stood in the open door of the office on a cold December day watching a well-built young man swing down from the coach on No. 47. That man meant relief. Buck saw him shoot a keen, appraising glance at the spruce-clad slope to the south and then at the bleak, flat waste stretching away to the north. There was no settlement at Muskeg. No building of any kind except the little depot, with a water tower.

"Saunders?" inquired the new arrival. Buck nodded pleasantly.

"Kenyon's my name. Came up here to relieve you."

"Glad to know you, Kenyon."

Saunders was wholly sincere. Ten months of one's own company without a woman, not even an Indian squaw, begets sincerity. After they shook hands, Saunders invited the other inside. The relief man slid a battered grip under the telegraph table. He produced a letter from the division superintendent authorizing J. T. Kenyon to relieve Saunders for two weeks.

The brass pounder had supper waiting on the stove. It smelled good. A few moments later he had it smoking on the table, and invited Kenyon to sit down.

Kenyon's expression, or perhaps his lack of it, baffled Saunders. After a rather quiet supper they checked up the station accounts and made a transfer from Saunders to Kenyon. This was a simple matter.

The station, at best, was only a means of doling supplies to a few itinerant half-breed trappers and hunters. The cash on hand at the time amounted to $2.10, which Kenyon receipted for and pocketed. After that he signed for a bale consigned to one Henri Chibou, the only piece of freight on hand, thus completing the transfer. Kenyon, for the ensuing fortnight, was the duly authorized agent at Muskeg, and ready to take up his duties, which would be far from arduous, the next morning.

"Now for the groceries," said the regular agent. Unlocking a well-stocked cupboard, he made a list of the contents—two smoked hams, a sack of flour, prunes, coffee, a fraction of a box of dried apricots—the regular assortment of non-perishable edibles you might expect to find in the cupboard of a man baching far from any settlement.

"It comes to $48.75," observed Saunders, handing Kenyon the list, backed up by receipted bills. "Look it over. If it's OK, hand me forty-eight bucks and the pantry is yours. I'll buy it back, or what's left, when I return."

Kenyon checked the list. Checked it too carefully, Saunders thought. After this they sat around and talked.

"Yeah," yawned Saunders, feeling drowsy, "I'll catch Number 6 out of here at nine in the morning. Then it's two weeks in Quebec for me." He grinned at the prospect. "A redhot girl, and shows, and a chance to violate Rule G all I please." But he did not mention the money belt strapped about his waist, next the skin, containing his savings, a cool thousand in bills.

Muskeg had formerly boasted a night man, so the office had two bunks and ample blankets. Kenyon slept in one, Saunders in the other.

They awoke the next morning to a world strangely devoid of sound. A brief investigation revealed that it had snowed during the night. With a vengeance, Buck thought, for there was four feet of it around the office, and the white flakes were still falling rapidly. Toward the hills just south of the station it seemed considerably deeper. This explained the unnatural silence of the deadened instruments.

It meant also that every cut on the line—some of them extremely deep—was drifted full. Muskeg, located on a cutoff only slightly more important than an ordinary branch line, would be dug out and trains started running again, but this would not happen until after the main line was opened. They were snowbound indefinitely.

A swell time to lay off, Buck thought disgustedly, all set for a jamboree.

"Looks like you'll spend your vacation in Muskeg," said Kenyon.

Saunders grinned sourly. "I guess you get the break, Kenyon. The dispatcher didn't get hold of you to lay you off when he saw the storm coming, so you can draw time for every day. As you own all the grub in Muskeg, you'll have to take me on as a boarder."

Though sorely disappointed, Buck tried to make light of the situation.

KENYON did not answer immediately. When he did speak, there was a greedy gleam in his gray eyes.

"Ok," the relief man said. "I'll board you. Each meals costs five bucks."

"What? Five dollars!"

"We're snowbound," said the new man, dispelling any idea that he might be joking. "Groceries come high at a time like this. Besides, you haven't missed a pay check for ten months. Take it or leave it."

Buck left it. His whole being rebelled at being held up. Being deprived of the excitement of a big city was bad enough, but five dollars per meal was highway robbery.

Hunting up a pack of soiled cards, he cleared a small table and played solitaire, and thought. For three days he held himself aloof. He refused to eat or even speak to Kenyon. The latter, serene and unobtrusive, amused himself by making up his daily reports, which were blank, and cooking foods to tantalize Buck Saunders.

Toward the end of the third day, Kenyon drew a pan of home-made bread from the oven. It had a rich, golden crust, and filled the office with such delectable scents that Buck could shut his eyes and imagine himself back in his mother's kitchen. Kenyon had sat up all night keeping fire to insure an even temperature for the rising dough.

With a stomach caving in, the regular brass pounder hungered for hot bread. Almost before he knew it, his resistance crumpled like a crushed eggshell.

"All right, Kenyon," he said, "it's robbery, but I'm ready to eat."

Kenyon shot him a crafty look. "The storm," he said casually, "is getting worse. Snow is drifting bad. It's nearly up to the eaves. No telling how long we'll be holed up. Meals are ten bucks apiece now, and you'll have to square up for those I fixed but you refused to eat."

Saunders didn't trust himself to speak. His brown eyes narrowed to two cold, angry slits of defiance. Hitching his belt another notch, he put on his hat and coat and stalked outside. Damned snow, nothing but snow! Higher than his head! Fighting his way through the drifts, he located an eight-foot section of galvanized pipe and dragged it around front.

Mentally consigning the railroad to hell for having built a station where it would invite mountainous drifts, he fastened his collar close about his neck. Hugging the piece of pipe under one arm, he clung to the ladder on the semaphore pole and bored his way upward to the roof. Snow was still falling and the wind was sweeping it along in clouds from the waste on the north. After wiring the extension atop the chimney to insure a draft, he returned to the warm office and piled into bed.

When he awoke next morning, and before he threw back the covers, he slipped a handful of bills out of his money belt and into his pants pocket. Too weak with hunger to vent his indignation, he handed Kenyon one hundred dollars—the price of breakfast, together with the nine preceding meals.

Kenyon didn't stint him, but supplied plenty of hotcakes, syrup, coffee, and delicious fried ham.

Later he interrupted Saunders in a game of solitaire by handing him what looked like the menu for a boomtown restaurant:

One slice of fried ham	**$5.00**
Bread, $1 a slice	**3.00**
Coffee per cup	**2.00**
Sugar for same	**1.00**
Cream (canned)	**1.00**
Gravy (ham fryings)	**1.00**
Stewed prunes or apricots	**2.00**
Total	**$15.00**

"What in hell is this, Kenyon?" Saunders shifted a hard gaze from this list to the relief man.

"Why, that's a new bill-of-fare. It takes effect at noon." Kenyon had the audacity to grin.

THE REGULAR brass pounder arose to his feet, his face black as a thunder cloud. Kenyon involuntarily took a step backward, then stiffened, on the defensive. With an angry oath, Buck crumpled the list in his clenched fist and sat down.

At noon he refused to eat. But when the tantalizing odor of frying ham assailed his nostrils at supper time, he couldn't hold out any longer. Unwilling to speak to Kenyon, save to make his wants known, he ate a slice of ham, one slice of bread, and apricots—eight dollars, he figured. But he was wrong.

"I forgot to mention it," put in Kenyon after he had locked up what food remained from supper, "but the minimum price of a meal is fifteen dollars. It's here for you, so you pay whether you eat or not. You owe me thirty dollars for your dinner and supper."

"Let's see you get it!" defied Saunders coldly. "I didn't eat dinner, and damned if I'm going to be chiseled."

Kenyon, sitting on one corner of the table smoking his pipe, shrugged indifferently and blew a cloud of smoke toward the ceiling.

"You'll eat," he warned, "but before you do, your back dues will have to be paid."

Saunders curbed his mounting anger and did some tall thinking. Kenyon had him in a hole. There was nothing he could do, unless— No! Saunders mentally put his foot down. Working the guy over at night with a bed slat was not the way out of his difficulty. Kenyon was a light sleeper anyway. But Buck *was* bound to eat—nature was rather insistent about that.

An impracticable desire to seek cheaper board at Chinook—a settlement some twenty miles across that waste on the north—likewise was throttled. He had no snowshoes, and wouldn't know how to use them even if he had. A bit of logic crept into his reasoning. If he had to pay for three feeds a day, he might as well eat them. It went against the grain, but he handed over thirty dollars and ruefully watched it vanish into Kenyon's greedy wallet.

While dawdling over the cards, one morning, it flashed over Saunders that poker might be a means of combatting the high price of meals at Muskeg. He bantered Kenyon for a game.

After turning the invitation over in his mind a moment, the relief man ventured: "I don't mind, providing it's stud poker."

But Kenyon surprised Saunders by refusing to put any money on the table.

"We'll make it pantry poker," he grinned. "I'll use the stock of grub for stakes. Maybe you can win enough for your dinner."

He calmly tore off some strips of paper upon which he wrote, "One ham $100.00—one box of prunes $75.00," and so on. He wasn't joking. The grub was to be his stakes.

Buck still had five hundred of his thousand left when the game began: one hundred loose in his pocket, the balance inside his money belt.

Luck smiled on Buck. By noon he had won the hams, coffee, flour—in fact, he had cleaned the pantry. Now Kenyon would have to start digging up some of his swollen boarding-house profits, the regular agent gloated. But the new man fooled him.

"See that?" Kenyon held up a long flat key. It was the key to the pantry. "As long as I have that," he smirked, "you won't feel like your groceries are safe."

"All right," said Saunders, eager for the game. "How much?"

"A hundred bucks."

WITHOUT batting an eye, Buck shoved a slip of paper calling for a hundred-dollar ham into the pot alongside the key, and shuffled the cards.

His luck began to slip. Slowly but surely throughout the afternoon he fed back the slips which stood for hams, bacon, and other edibles. They passed up dinner. They did not stop for supper. Around eight o'clock, Saunders saw the last article of the precious grub desert him. An hour later the hundred in his pocket followed suit.

"It's colder 'n hell in here," he snarled. Jumping to his feet, he grabbed the coal scuttle and ducked into the freight room, apparently to get a bucket of coal. Actually he went to transfer the remaining $400 from his money belt to his pocket.

When he returned, Kenyon had a huge pot of coffee on the top of the heater. Saunders downed numerous cups of the hot aromatic brew at five dollars a shot.

His luck was fickle. He won. He lost. He won again. Around four a.m. he had most of his five hundred intact before him. Also enough prunes and such commodities to figure, roughly, eight hundred dollars.

Kenyon had no money in sight. The five hundred he had squeezed from Saunders for meals, together with any odd bills that had fallen to him during the game, had been salted. But the key and the remaining stock of groceries, at prevailing Muskeg prices, approximately equaled the eight hundred in front of Buck. Then the cards went in for dramatics.

Cool and confident, Buck counted his money and the slips representing articles of grub. "I'm betting $625," he said cockily.

Frozen-faced, Kenyon raked in the pot. Saunders piled into his bunk with his clothes on. He couldn't tell the relief man that he was broke—not yet.

He slept all day, to arise near evening, depressed and very hungry. Sullenly he ate supper, then told Kenyon to charge it to the snowbanks outside. Kenyon merely smiled and chalked up on the wall, dinner and supper for the day before. Then breakfast, dinner, and supper for the day just ending. Uninterested in his mounting debt, Saunders piled back into bed and slept like a log.

The following morning, fresher and keener of mind, Buck started to join Kenyon at breakfast. The relief man stopped him with a gesture toward the figures on the wall.

"Your credit is no good," he informed the regular man. "Pay off, or keep away from the table."

Buck caught an underlying nastiness in the tones that had not been there before. So that guy was going to play the dirty game to the limit, was he? With clenched fists, Buck turned away to keep from smashing him in the mouth.

Sitting down at the table where they usually played cards, he allowed his black thoughts full sway. Buck's mood was slowly giving way to one in which lurked danger, unrestrained passion—murder, even.

WHILE nursing his rising passion, Buck gazed at a point directly over the telegraph table. He was looking at a little box on the shelf. It occurred to him, with a sudden thrill, that this box held five one-dollar bills and a few odd cents. Telegraph receipts! He had forgotten to include this in the transfer to the relief man.

When Kenyon stepped outside for a bucket of snow to melt for dish water, Buck snatched down the box. He hurriedly emptied the contents into his pocket and was sitting at the table fooling with the cards when Kenyon came back.

"How about another little game, Kenyon?" Buck drawled.

The relief man looked surprised. He consented and allowed the dishes to wait. Kenyon made out some slips of paper, which were bills covering the five meals which Buck had eaten or skipped but hadn't paid for. With these for stakes, he entered the game.

Buck, cautious and alert, began to win. He wiped out the five bills, then another which Kenyon decided to make out for an uneaten breakfast.

By noon he had cleaned the pantry again, including the key. Kenyon, uneasy, would have put up a slip for dinner, which they had been too busy to stop and fix, but Buck pointed out that he didn't own the pantry now.

The deciding hand for the key had closed at a minute to twelve. Beaten at this, Kenyon still had other resources besides Saunders' thousand.

"I'm drawing $5.36 a day on the job," he said, "and I'm putting up my time for stakes. If I lose, we'll simply turn the time in on the payroll for you instead of me. How's that?"

"Suits me." Buck shuffled the cards.

Around mid-afternoon, the exultant Buck stopped long enough to transfer the station accounts from Kenyon back to himself. He had won $75.04—the salary Kenyon would have drawn for his two weeks' work.

When Buck picked up the cards to go on with the game, Kenyon grimaced and shook his head.

"I may work two weeks for nothing," he jeered, "but I'll leave Muskeg with a cool thousand in my jeans. Take a tip from me, Saunders, there's money in keeping boarders."

"Boarders, eh?" Buck replied, and the allurement of cards gradually faded. Kenyon poked at the fire and tried to enjoy a twice-read magazine.

"How's this strike you, Kenyon?" Buck dropped a sheet covered with writing upon Kenyon's magazine.

One slice of ham	**$50.00**
Three biscuits (1.00 each)	**3.00**
Coffee per cup	**10.00**
Sugar for same	**5.00**
Cream for same	**5.00**
Stewed prunes (apricots gone)	**10.00**
Toothpicks	**5.00**

Minimum $100.00 a meal.
No skipped meals.
Buck Saunders, Landlord.

"Look here," barked Kenyon, "do you think you are acting like a sport? I never charged you over—"

"Weren't you generous? Guess you forget you had the cream of the storm—I got to work fast."

man went outside and climbed the semaphore ladder to study the sky.

"Looks like the sun is trying to break through," he announced when he returned. "If it does, they'll dig us out in a day or two. Guess I'll wait for the snowplow for my eats."

"Suit yourself," grunted Buck with a lack of interest he was far from feeling. If the storm quit, he'd kiss his thousand good-bye. Chalking up a hundred dollars for Kenyon's supper, which he might never collect, he sat down to a solitary meal.

Kenyon passed up breakfast with an acid grin. At dinner time the weather was making a grand effort to clear up, so he passed that meal too. But around four o'clock the wind shifted. The sky assumed a desolate, gray cast, and snow fell again.

Kenyon made another ascent of the semaphore pile. Wind was whipping the tree tops while snow rolled in from the north with increasing fury. Buck smiled when he noted Kenyon's downcast expression, and he started supper.

The relief man, silent and thoughtful, held aloof until Buck sat down. Then he weakened and reached for his money. Eating would cost him four hundred dollars. After counting out the money and comparing it with what was left, his body stiffened. A look of determination rode his hungry face, and he stuffed the bills back into his wallet.

"It'll cost you five hundred to get breakfast," taunted Buck, pouring himself a second cup of coffee.

Kenyon kept Buck awake half the night with his continual rolling and tossing in bed. It must have been midnight, or after, when Kenyon stumbled against a chair. Then Buck heard him fumbling with the pantry-door lock, and knew the relief man couldn't sleep for his gnawing belly.

"What you want, Kenyon?" he asked drowsily.

After a long pause: "I've got to eat. Get up, Jesse James, and rob me!"

Chuckling aloud, Buck rolled out into the cold, clad only in his underwear. After making a light, he unlocked the cupboard and set out a slice of cold ham, cemented down in its own hard grease. Then three cold biscuits, a cup of cold coffee, and a dish of stewed prunes. Picking up the butcher knife, Buck began sharpening a match stem that he picked off the floor.

"Can't you heat this mess up?" whined Kenyon. He passed his money over to Buck.

"Sure." Buck dragged his money belt from underneath his undershirt. "It'll though. I can't serve hot meals at all hours for nothing."

Kenyon ate the cold grub up to the last scrap. The following night he nodded in a chair while he kept fire to humor a sour-smelling crock of dough—a concession that a touchy appetite forced him to make.

AT LENGTH Kenyon pulled a ragged two-dollar bill from his pants pocket and showed it to Buck.

"That's the crop," he said ruefully, "and now I'm busted."

"Yeah?"

"Yeah. I had fifty bucks when I lit," Kenyon said dejectedly. "I gave you forty-eight for the groceries—here's the balance. You gonna kick me out to starve?"

Buck's rancor, occasioned by the other's rotten deal over the grub, was fast fading. After all, Kenyon was only a relief man. Extra men didn't get a chance to work except for part time. Furthermore, he had his thousand back. And since he had won Kenyon's Kenyon made a hopeful offer to play poker for the two dollars. Buck grinned and refused. He had no hankering to stake his thousand and the grub against a mere two-dollar bill.

"I'll tell you what I'll do, Kenyon," he said. "When the storm breaks and the trains are running again, I'll wire in for another two weeks' leave of absence. That'll give you a chance to knock over two weeks' work."

The relief man's face brightened.

Buck went on: "That forty-eight bones you gave me, we'll let stand to cover the deposit on the grub while I'm gone. I'll refund you the difference when I get back. What you've already eaten, and what you'll eat till they dig us out, we'll forget about. Anyhow, I'm glad to have had company during a snowbound spell."

That speech cleared the air of tension and hostility. The two men exchanged friendly smiles; and once more Buck Saunders was looking forward to a vacation in Quebec, with its bright lights and female companionship. ●

PACIFIC GREAT EASTERN RAILWAY

Locomotive Roster Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arrang't.	Tractive Effort	Weight	Date	Notes
551	550	GE	65 ton	B-B	32,250	130,000	1948	1
552-553	600	GE	70 ton	B-B	41,300	139,000	1949	2
554-555	600	GE	70 ton	B-B	41,300	139,000	1949	2
556-557	600	GE	70 ton	B-B	41,300	139,000	1950	2
561-566	1600	MCGE	RSC-3	A1A-A1A	60,000	240,000	1951	3
567-568	1600	MCGE	RSC-3	A1A-A1A	60,000	240,000	1952	3
569-571	1600	MCGE	RS-3	B-B	60,000	240,000	1953	
572	1600	MLW	RS-3	B-B	60,000	240,000	1954	4
573-575	1600	MLW	RS-3	B-B	60,000	240,000	1954-5	
576-578	1600	MLW	RS-3	B-B	60,000	240,000	1955	
579-586	1600	MLW	RS-10	B-B	60,000	240,000	1956	
601-602	1800	MLW	RS-18	B-B	60,000	240,000	1957	5
603-604	1800	MLW	RS-18	B-B	60,000	240,000	1958	5
605-608	1800	MLW	RS-18	B-B	60,000	240,000	1960	5
609-611	1800	MLW	RS-18	B-B	60,000	240,000	1960	5
612-613	1800	MLW	RS-18	B-B	60,000	240,000	1962	5
614-618	1800	MLW	DL-718B	B-B	60,000	240,000	1964	6
619-625 (2nd)	1800	MLW	DL-718B	B-B	60,000	240,000	1964-5	
626	1800	MLW	DL-718B	B-B	60,000	240,000	1965	
627	1800	MLW	DL-718B	B-B	60,000	240,000	1965	6
628-630	1800	MLW	DL-718B	B-B	60,000	240,000	1966	
624 (1st)	2400	MLW	RSD-17	C-C	84,750	339,000	1957	7
1001-1003	1000	MLW	S-13	B-B	68,817	229,390	1959	

Roster is based on data from PGE's chief mechanical officer, American Can of Canada's shipping and services supt., and Cape Breton Development Corp.'s manager of purchasing and warehousing, and is accurate as of May 13, 1969.

Locomotive builders: GE, General Electric Corp.; MCGE, Montreal Locomotive Works-Canadian General Electric Co.; MLW, Montreal Locomotive Works.

(1) 551 was sold to MacMillan & Bloedel, renumbered 1012 (2nd).

(2) 552 was scrapped. 553 was sold to Sydney & Louisburg (1960), renumbered 60. It was inherited by the Cumberland Ry., renumbered 60; then inherited by Devco Ry., renumbered 60. Units 554, 556, 557 were sold to Andrew Merrilees Ltd., which overhauled them and offered them for sale. 556 was leased to Lake Ontario Steel Co. 555 was sold to Marathon Paper Co. (1964), renumbered 555, then inherited by American Can of Canada, renumbered 555.

(3) Converted to B-B wheel arrangement.

(4) 572 wrecked and scrapped 8/12/60.

(5) 601-613 were originally 587-599, renumbered 601-613.

(6) 616 was wrecked 12/13/64, rebuilt to 627.

(7) 624 (1st) was originally MLW demonstrator 7007, then Canadian National 3899, then PGE 624 (1st), then Canadian Pacific 8921. ●

NORTHERN ALBERTA RAILWAYS

Locomotive Roster Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
201-205	1750	GMD	GP9	B-B	48,000	248,000	1957	
206-210	1750	GMD	GP9	B-B	48,000	248,000	1958	1
211	1750	GMD	GP9	B-B	48,000	248,000	1960	1
301-305	1200	GMD	GMD1	A1A-A1A	38,000	237,000	1959	
311-312	1200	GMD	GMD1	A1A-A1A	30,000	238,480	1960	2

This roster is based on data from NAR's master mechanic and is accurate as of Jan. 13, 1969. GMD stands for General Motors Diesel Ltd. (1) 208 was damaged in a wreck, rebuilt, and renumbered 211. (2) 311-312 were originally Canadian National 1072, 1077, then NAR 311-312. ●

IN SEARCH OF STEAM

with

Mike Eagleson

SALT CREEK RAILROAD is this months new addition to the steam museum operations. An ex-US Army steam man from Ft. Eustis, Va., and an ex-Pennsy fireman have put their heads and pocketbooks together to purchase ex-Lake Superior & Ishpeming heavy 2-8-0 No. 33, equipped with tender booster. The engine has been tastefully restored and will soon run on a 12 mile B&O branch in southern Ohio.

Nickel Plate 2-8-2 No. 624, now on display in Hammond, Ind., in very poor shape, is soon to be restored by a south-side Chicago railfan group. They need photos of her in the steam days to aid in their work. Unfortunately, I don't believe they intend to operate this beautiful USRA standard Mikado. Contact Thomas A. Schiltgen, 3832 Blackstone Ave., Markham, Ill. 60426.

Ex-Norfolk & Western 1910 Richmond Pacific No. 578, now at the Ohio Railway Museum, Worthington, Ohio, will receive new flues this winter for their 1970 operating season on their very short line. I would like to hear from them concerning the possibility of running a day-long trip on a mainline now that the engine will have new flues and be in good condition.

Illinois Railway Museum president Herb Hansen, who owns five steamers, (2 0-6-0's, an 0-4-0ST, a 4-6-0 and a 2-8-0), has just purchased T.R. Miller 2-6-2 No. 101 for a reported $6500. I don't know what he intends to do with all these locomotives, but would like to see them running.

Dick Jensen, who owns ex-Grand Trunk Western 4-6-2 No. 5629, a 4-8-4, two 2-8-2's, and a Tenwheeler, had to move his collection out of the Chicago & Western Indiana roundhouse in Chicago because it is being razed. As of this writing, I haven't heard where he has found a relocation, or whether he has any future trips scheduled.

John Thompson from Moline, Illinois, now has 7 steam locomotives in his ownership. Six are in Illinois, an 0-4-2 ST, 2 4-6-0's, an 0-4-0F, a 2-6-2ST and a 2-6-2. Soon to arrive is a 2-6-0. Who can tell me what his plans are for them?

Republic Steel Corp.'s 0-6-0 No. 191 has just been saved from the torch by the unselfishness of J. David Conrad, 549 N. Pine St., Chicago, Ill. Dave purchased the 80 ton switcher, which is reportedly in good shape, only because he didn't want her to be scrapped. Actually he learned of her existence by accident. Republic Steel answered his ad in an industrial newspaper looking for steam parts to fix his other locomotive, a 2-8-0 still in North Carolina where he bought it. When inspecting the 0-6-0 for parts, he decided to buy the whole engine! Republic also has another identical 0-6-0 for sale, but she is in poorer condition. Now Dave wants to sell the switcher to someone who will preserve her. Any takers?

National Railways of Mexico has 14 steamers destined for the scrap heap. They range in sizes up to 4-8-4's, and can be purchased for a little over scrap value. Victor Teach, Apartado 4048, Monterrey, Nuevo Leon, Mexico, wants to help save one or more of these gallant workhorses, and has offered his aid arranging purchase and customs details in Mexico. This is a fine opportunity for the steam starved West and Midwest railfans who have no mainline steam to ride. Why don't a group of you get together and purchase a Niagara similar to what The Royal Hudson Company did in the East with a CP Hudson?

Speaking of bigtime steam in the West, ex-Southern Pacific steam locomotive No. 5021, a three cylinder 4-10-2, is very much operable and rarin' to go in San Bernadino, Calif. However, not one railroad thinks enough of publicity or pleasing the public to run her. Practically no stone is left unturned. A great deal of pressure was put on the SP to run her as part of the recent Centennial Celebration, but they refused to budge, and failed stealing the show from UP's 844 4-8-4. All it needs is a change of management, similar to the Southern's dynamic President Graham Claytor, and that rare Southern Pacific type will be out on the mainline winning friends for the carrier, and a lot of deserved publicity for herself.

Fred Steck, of Reese, Mich., has just sold his beautifully proportioned 2-6-2 No. 18 to a Mr. Klime of Withville, Tenn., for ANOTHER tourist railroad, adding to the Klime roster of a Shay and a Climax. Fred however, wasn't long without an engine, for he just bought ex-Canadian National 2-6-0 No. 91. That engine is now on its way from Toronto to Michigan for eventual operation. Thanks for this timely news goes to John B. Corns, 1614 Ambler Ave., S.W., North Canton, Ohio 44709.

General Belgrano Railway of Argentina is still operating a large number of steam locomotives reports Daniel F. Thomas, A. Fleming 1076, Banfield, F.N.G.R., Argentina. There is still quite an extensive network of 3 foot gage steam powered lines operating out of Buenos Aires.

The final steamer used on the Frisco, 0-6-0 No. 3749, is for sale at Pensacola Scrap Processors Co. at Pensacola, Fla. Last used in 1959, she switched the Atmore State Prison Farm, and later worked at another plant. This class engine was never known to be a good steamer.

The Smithsonian Institution in Washington, D.C., purchased a 3-foot model of the last steamer built in the United States. She was Norfolk & Western 0-8-0 No. 244, Sla class, built in 1953, and retired in 1958 with her original set of flues. What a disgrace! The one-half inch to the foot scale display model was built by Clarkson & Son of York, England. I remember those switchers working in their final days of regular service. They had a fast pickup pushing long strings of hoppers. And what an exhaust! They sure rattled the window panes in many a passing caboose!

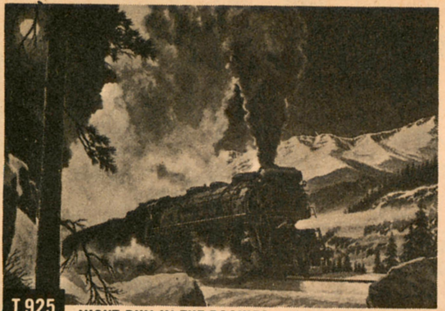
William Viekman has been appointed the new general manager of Steamtown U.S.A. at Bellows Falls, Vt. Bill is a long-time steam enthusiast and shares Edgar T. Mead's (chairman, Steamtown Foundation) interest in covering the largest assemblage of steam power in a museum before the hard New England winters take their toll in damage. Welcome aboard, Bill!

Strasburg Rail Road has recently taken delivery of four of the first group of Pennsylvania steam locomotives from the old Northumberland, Pa., collection for display. They will eventually be preserved at the Pennsylvania Rail Museum, directly across the street from the Strasburg, but much construction is needed before the steamers can cross the road to their new home. The Penn Central's Altoona, Pa., shops did a splendid job restoring the external parts of the M-lb No. 6755 4-8-2, H-6sb No. 2846 2-8-0, H-10s No. 7688 2-8-0 and G-5s No. 5741 4-6-0. It is good to know that even today, shopmen still know how to stripe an engine in the grand old manner. Still to come when more space permits are A-5 No. 94 0-4-0, E-2 No. 7002 4-4-2, E-6 No. 460 4-4-2, H-3 No. 1187 2-8-0, and finally, my all time favorite steamer, the K-4s, No. 3750 4-6-2, masquerading as the original K-4 No. 1737. Maybe someday a few of these wonderful Belpaired beauties will again feel a fire on their grates. ●

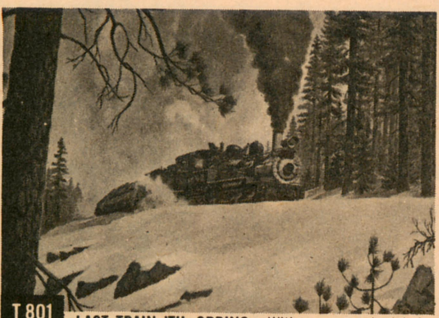
CHRISTMAS TRAIN CARDS

IN FULL COLOR BY HOWARD FOGG

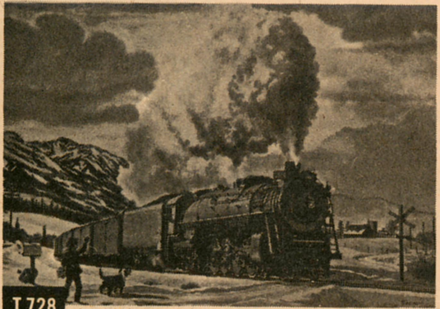
AUTHENTIC TRAIN ART by America's most famous train artist, Howard Fogg. Yes, these are the Christmas cards you've been looking for! Heavy, textured enamel paper folds to make a rich card, approx. 5 x 7. We can print your name in red to match greeting. Deluxe white envelopes—extras included. 24 hour shipping 'til Christmas. Order direct from this ad or send 25c for sample of any particular card and color catalog.



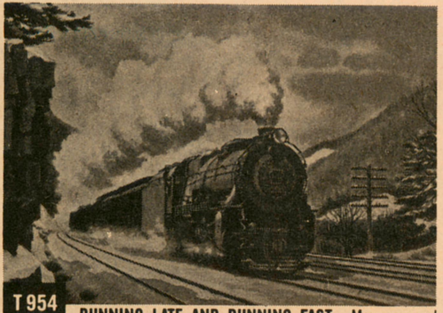
T 925 **NIGHT RUN IN THE ROCKIES**—May the Spirit of Christmas be with you and Happiness be yours throughout the Coming Year—**Rio Grande 3617 Mallet**



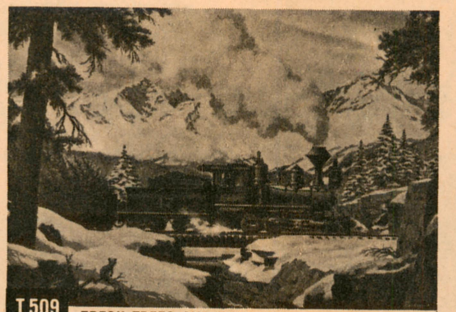
T 801 **LAST TRAIN 'TIL SPRING**—With every good wish for Christmas and the New Year—**Sierra Nevada gear-driven Shay logger**



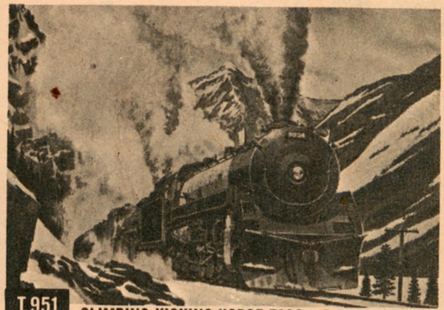
T 728 **A WHISTLE AND A WAVE**—A friendly wish for a Merry Christmas and a Happy New Year—**Montana Main Line Northern Pacific Engine No. 2681**



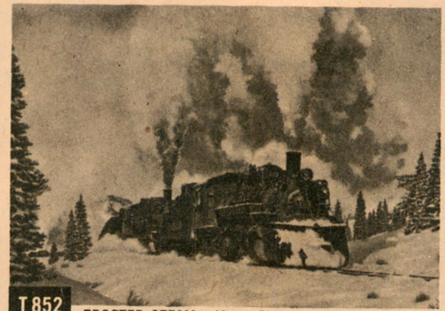
T 954 **RUNNING LATE AND RUNNING FAST**—May you and yours this Christmas Day and every day this Coming Year be blessed with health and happiness—**K4 Broadway Limited**



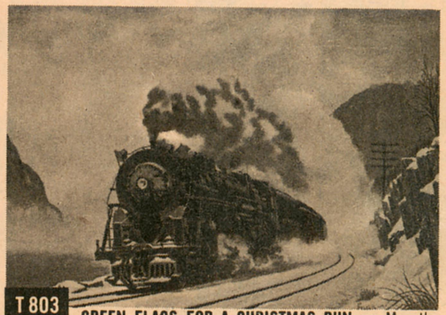
T 509 **FRESH TREES AND FULL STEAM**—With Best Wishes at Christmas and through all the New Year—**Typical "Mogul" narrow gauge**



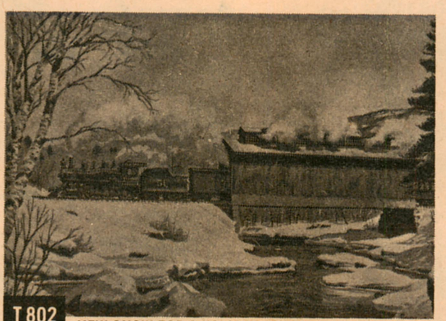
T 951 **CLIMBING KICKING HORSE PASS**—Best Wishes for a Merry Christmas and a Happy New Year—**Canadian Pacific Engine 5934, west of Lake Louise, 1940**



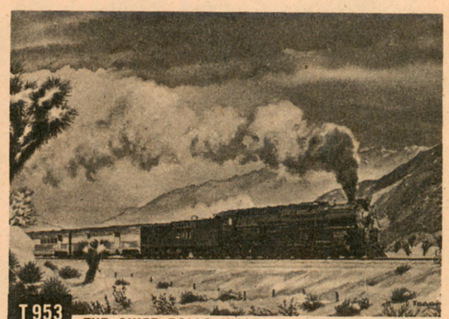
T 852 **FROSTED STEAM**—Merry Christmas and a Happy New Year—**Trio of K-36, 3 footers, climbing Cumbres Pass in the Rockies**



T 803 **GREEN FLAGS FOR A CHRISTMAS RUN**—May the meaning of the Season be deeper, Friendships stronger, etc. as Christmas comes this year—**The 20th Century Limited**



T 802 **NEW SNOW FOR A HOLIDAY JOURNEY**—May the Peace and Happiness of the Christmas Season abide with you through the Coming Year—**1900 New England local**



T 953 **THE CHIEF ROLLS WEST**—Peace and Good Will at Christmas and through all the New Year—**Santa Fe 2900 Series, west of Victorville, California**

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T 801	T 954	T 852	T 803	T 953

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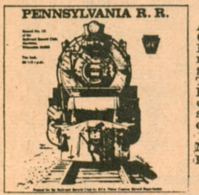
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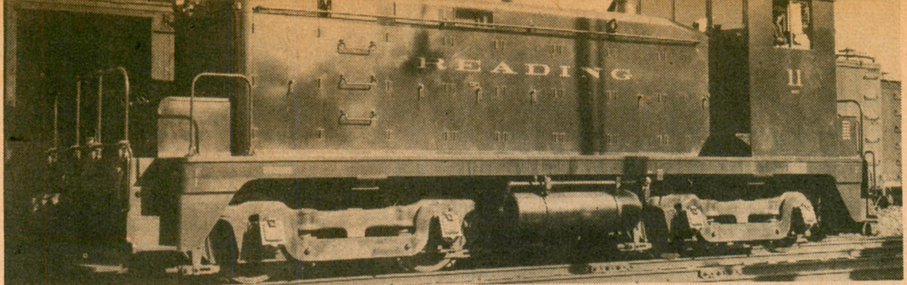


Photograph by the late Walter A. Lucas

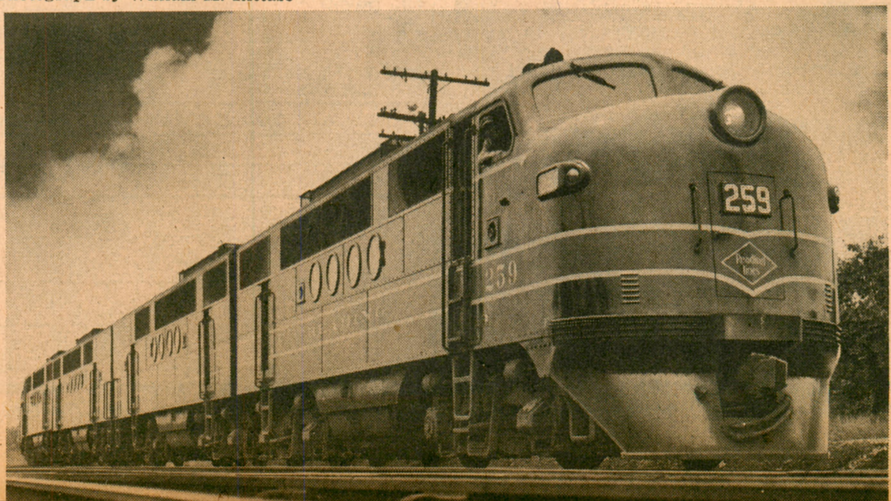
Locomotives of Reading Company

Roster Compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date Built	Notes
OE-3	10-15	600	GM-EMC	SW	B-B	57,675	230,700	1937	1
OE-5	16-18	600	GM-EMC	SW1	B-B	50,010	200,040	1939	
OE-5	19-22	600	GM-EMD	SW1	B-B	49,555	198,220	1940	
OE-5	23-24	600	GM-EMD	SW1	B-B	49,870	199,480	1941	
OE-10	26-33	1000	BW	DS 4-4-1000	B-B	60,500	242,000	1947	2
OE-10	34	1000	BW	DS 4-4-1000	B-B	60,690	242,760	1946	2
OE-10	35	1000	BW	DS 4-4-1000	B-B	61,435	245,740	1946	2
OE-10	36-37	1000	BW	DS 4-4-1000	B-B	60,800	243,000	1946	2
OE-10	38-39	1000	BW	DS 4-4-1000	B-B	60,850	243,500	1946	2
OE-4	40-41	900	Alco	HH 900	B-B	58,375	233,500	1937	2
OE-11	42	1000	Alco-GE	S2	B-B	57,536	230,145	1946	2
OE-11	43	1000	Alco-GE	S2	B-B	57,368	229,470	1946	2
OE-11	44-45	1000	Alco-GE	S2	B-B	57,700	230,800	1946	2
OE-11	46	1000	Alco-GE	S2	B-B	57,635	230,540	1947	2
OE-11	47	1000	Alco-GE	S2	B-B	57,750	231,000	1947	2
OE-8	50-52	660	Alco-GE	S1	B-B	48,500	194,000	1940	2
OE-8	53-54	660	Alco-GE	S1	B-B	49,500	198,000	1941	2
OE-10	55-57	1000	Baldwin	VO 1000	B-B	60,400	241,500	1944	3
OE-10	58-59	1000	Baldwin	VO 1000	B-B	60,500	242,100	1944	3
OE-7	60	660	Baldwin	VO 660	B-B	48,675	194,700	1939	2
OE-7	61-63	660	Baldwin	VO 660	B-B	50,665	202,660	1940	2
OE-7	64	660	Baldwin	VO 660	B-B	49,050	196,200	1941	2
OE-7	65-67	660	Baldwin	VO 660	B-B	49,050	196,200	1941	2
OE-7	68-69	660	Baldwin	VO 660	B-B	46,518	194,070	1942	2
OE-7	70	660	Baldwin	VO 660	B-B	46,518	194,070	1942	2
OE-10	71-73	1000	Baldwin	VO 1000	B-B	59,200	237,100	1943	2, 4
OE-10	74-75	1000	Baldwin	VO 1000	B-B	59,875	239,500	1943	4
OE-10	76-79	1000	Baldwin	VO 1000	B-B	60,200	240,900	1944	2, 4
OE-10	80-81	1000	Baldwin	VO 1000	B-B	61,363	245,450	1940	4
OE-10	82	1000	Baldwin	VO 1000	B-B	61,363	245,450	1942	2
OE-10	83-84	1000	Baldwin	VO 1000	B-B	59,100	236,300	1943	2
OE-10	85	1000	Baldwin	VO 1000	B-B	59,200	236,800	1943	2
OE-10	86-88	1000	Baldwin	VO 1000	B-B	60,300	241,500	1944	2, 4
OE-10	89	1000	Baldwin	VO 1000	B-B	60,163	240,650	1944	4
OE-9	90	1000	GM-EMD	NW2	B-B	61,293	245,170	1940	
OE-9	91-92	1000	GM-EMD	NW2	B-B	61,500	246,000	1941	
OE-6	97	600	St.L-FM	———	?	54,550	218,200	1939	
OE-1	98	300	AGEIR	———	B-B	?	?	1926	5
OE-2	99	300	AGEIR	———	B-B	33,475	133,900	1928	5
OE-9	100-104	1000	GM-EMD	NW2	B-B	61,716	247,220	1947	
RS-4	201	2400	FM	H24-66	C-C	96,475	285,900	1953	6
RS-4	202	2400	FM	H24-66	C-C	96,475	385,900	1953	2, 6
RS-4	203	2400	FM	H24-66	C-C	97,100	388,400	1956	6
RS-4	260	2400	FM	H24-66	C-C	96,675	386,700	1953	6
RS-4	261	2400	FM	H24-66	C-C	97,100	388,400	1955	6
RS-4	262-264	2400	FM	H24-66	C-C	97,100	388,400	1955	6
RS-4	265	2400	FM	H24-66	C-C	96,600	386,400	1955	6
DF-1	250A, B-259A, B	2700	GM-EMD	(FTA)x(FTB)	(B-B)x(B-B)	114,425	457,700	1945	2
DF-2	260A-265A	1500	GM-EMD	F3A	B-B	61,525	246,100	1948	2
DF-2	260B-265B	1500	GM-EMD	F3B	B-B	61,525	246,100	1948	2
DF-4	266A-283A	1500	GM-EMD	F7A	B-B	61,850	247,400	1950	2
DF-4	266B-271B	1500	GM-EMD	F7B	B-B	61,850	247,400	1950	2
DF-3	300A-305A	1600	Alco-GE	FA-2	B-B	61,500	246,150	1948	2
DF-3	300B-305B	1600	Alco-GE	FB-2	B-B	61,500	246,150	1948	2
RS-1	444-450	1600	Alco-GE	RS-3	B-B	64,925	259,700	1953	
RS-1b	460-475	1600	Alco-GE	RS-3	B-B	64,725	258,900	1952	2, 7
RS-1	481-483	1600	Alco-GE	RS-3	B-B	61,825	247,300	1953	2

(*Continued on page* 48)

Photograph by William M. Rittase



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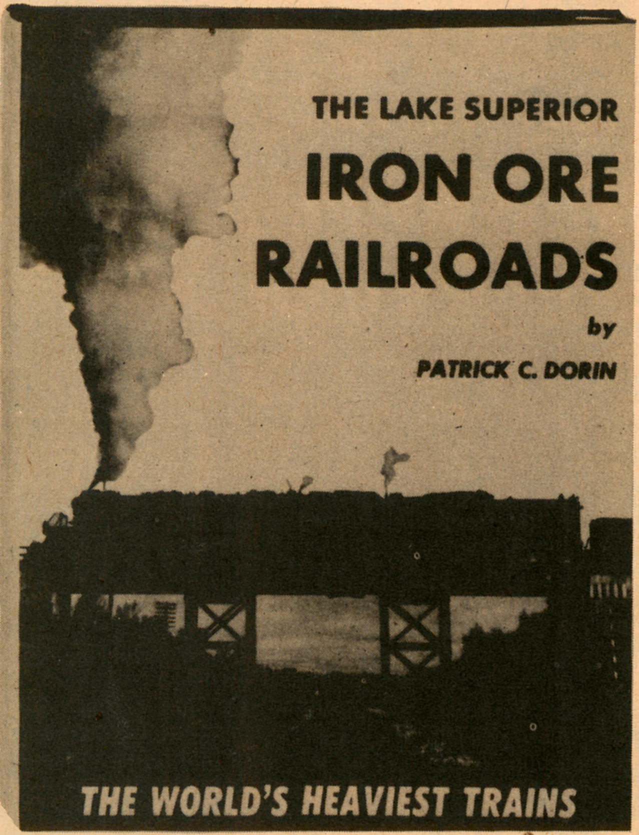

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by PATRICK C. DORIN

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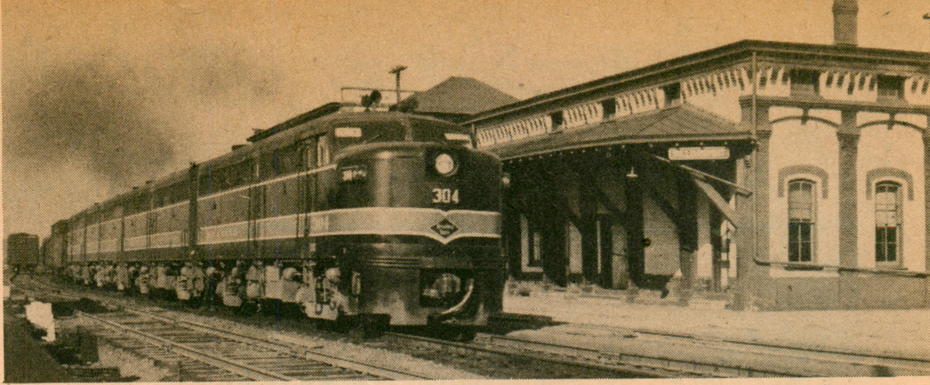


Back when Nos. 304 and 305 were spanking new, this freight was caught tearing past Williamsport, Pa., station on the way to the Catawissa branch, Tamaqua, and Philadelphia. This scene is just two miles out of the Newberry Yards where Reading interchanges with NYC. Charles A. Elston, Downingtown, Pa.

RS-1	484-485	1600	Alco-GE	RS-3	B-B	62,125	248,500	1952	
RS-1	486-495	1600	Alco-GE	RS-3	B-B	62,125	248,500	1952	
RS-1	496-499	1600	Alco-GE	RS-3	B-B	62,125	248,500	1952	2
RS-1	500-509	1600	Alco-GE	RS-3	B-B	62,125	248,500	1951	2, 13
RS-1	510-524	1600	Alco-GE	RS-3	B-B	62,325	249,300	1951	2, 13, 14
RS-2	530-535	1600	BLHW	AS16	B-B	62,125	248,500	1951	2
RS-2	536-550	1600	BLHW	AS16	B-B	62,125	248,500	1951	2
RS-2	551-554	1600	BLHW	AS16	B-B	65,400	261,600	1953	2
RS-2b	560-563	1600	BLHW	AS16	B-B	66,400	265,500	1951	2
RS-2	576-589	1600	BLHW	AS16	B-B	65,000	260,200	1952	2
RS-3	600	1500	GM-EMD	GP7	B-B	61,775	247,100	1952	
RS-3	601-603	1500	GM-EMD	GP7	B-B	61,775	247,100	1952	
RS-3	604-608	1500	GM-EMD	GP7	B-B	61,775	247,100	1952	
RS-3	609-624	1500	GM-EMD	GP7	B-B	61,600	246,400	1953	2
RS-3	625-636	1500	GM-EMD	GP7	B-B	62,025	248,100	1953	
RS-3b	660-664	1500	GM-EMD	GP7	B-B	61,650	246,600	1952	8, 12
RS-3b	665-666	1500	GM-EMD	GP7	B-B	61,650	246,600	1952	8
OE-12	700-714	1000	BW	DS 4-4-1000	B-B	57,377	229,028	1948	2
OE-12	715-729	1000	BW	DS 4-4-1000	B-B	57,377	229,028	1949	2
RS-4	800-801	2400	FM	H24-66	C-C	96,475	385,900	1953	2, 6
RS-4	802-806	2400	FM	H24-66	C-C	96,475	385,900	1953	2, 6
RS-4	807-808	2400	FM	H24-66	C-C	97,100	388,400	1956	2, 6
RS-4b	860-861	2400	FM	H24-66	C-C	96,675	386,700	1953	2, 6
RS-4b	862	2400	FM	H24-66	C-C	97,100	388,400	1955	6
RS-4b	863-865	2400	FM	H24-66	C-C	97,100	388,400	1955	6
RS-4b	866-867	2400	FM	H24-66	C-C	96,600	386,400	1955	6
DP-1	900-905	1500	GM-EMD	FP7A	B-B	29,500	255,100	1950	2
DP-1	906-907	1500	GM-EMD	FP7A	B-B	29,500	255,100	1952	2
SWE-4	1501-1506	900	GM-EMD	SW900	B-B	55,425	221,700	1961	9
SWE-14	1507-1510	900	GM-EMD	SW900	B-B	55,789	223,155	1961	9
SWE-4	1511-1515	900	GM-EMD	SW900	B-B	54,557	218,230	1963	
SWE-1	2701-2702	1200	GM-EMD	SW1200	B-B	61,500	246,000	1959	
SWE-1	2703-2713	1200	GM-EMD	SW1200	B-B	60,712	242,850	1959	
SWE-14	2714	1200	GM-EMD	SW1200	B-B	60,712	242,850	1959	
SWE-14	2715-2719	1200	GM-EMD	SW1200	B-B	61,530	246,120	1963	
SWE-14	2750-2760	1500	GM-EMD	SW1500	B-B	62,000	248,000	1966	
SWE-14	2761-2770	1500	GM-EMD	SW1500	B-B	62,000	248,000	1969	
GP-30	3600-3619	2250	GM-EMD	GP30	B-B	63,375	253,500	1962	10
GP-35	3620-3625	2500	GM-EMD	GP35	B-B	65,532	262,130	1963	11
GP-35	3626-3655	2500	GM-EMD	GP35	B-B	65,532	262,130	1964	
GP-35	3656	2500	GM-EMD	GP35	B-B	65,532	262,130	1964	12
CEN-424	5201-5210	2400	Alco Pr.	DL-640A	B-B	64,662	258,650	1963	
CEN-430	5211-5212	3000	Alco Pr.	DL-430	B-B	69,570	278,280	1966	
CEN-630	5300-5306	3000	Alco Pr.	DL-630	C-C	97,709	390,837	1966	
CEN-630	5307-5311	3000	Alco Pr.	DL-630	C-C	98,490	393,960	1967	
U-30-C	6300-6304	3000	GE	U30C	C-C	100,884	403,534	1967	
SD-45	7600-7604	3600	GM-EMD	SD45	C-C	100,304	401,214	1967	

Reading Roster Notes

Based on data from the Reading's chief mechanical officer, this roster is accurate as of May 8, 1969. Locomotive builders: GM-EMC, General Motors-Electro Motive Corp.; GM-EMD, General Motors-Electro Motive Div.; BW, Baldwin-Westinghouse; Alco, American Locomotive Co.; Alco-GE, American Locomotive Co.-General Electric Co.; St.LFM, St. Louis Car Co.-Fairbanks Morse & Co.; AGEIR, American Locomotive Co.-General Electric Co.-Ingersoll Rand Co.; FM, Fairbanks Morse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco Pr., Alco Products; GE, General Electric.

(1) 10-15 rebuilt to SW900's with 660 hp, reclassed OE-13. Tractive effort and weight shown are as rebuilt.

(2) These units are no longer on roster: 26-47; 50-54; 60-70; 72; 76-77; 79; 82-87; 202, 250A, B-271A, B; 272A-283A; 300A, B-305A, B; 467; 473; 481; 497 505-507; 509; 511; 513; 516-517; 530-531; 533-538; 540-554; 560-563; 576-589; 612; 700-702; 704; 705-715; 717-720; 722-729; 800; 802-805; 807; 861; 904-906.

(3) 55-59 rebuilt by GM-EMD to SW1200, renumbered 2706, 2708, 2711, 2710, 2709.

(4) 71, 73-75, 78, 80-81, 88-89 rebuilt by GM-EMD to SW1200; renumbered 2712, 2704, 2703, 2705, 2707, 2702, 2701, 2713, 2714.

(5) 97-99 have been scrapped.

(6) 801, 806, 808 renumbered 201-203. Units 860, 862-865, 867 renumbered 260-265.

(7) 460-461, 471-472, 474-475 have been reclassed RS-1. (8) 660-666 reclassed RS-3.

(9) 1501-1510 rebuilt from 61, 65, 68, 64, 62, 63, 66, 67, 69, 70.

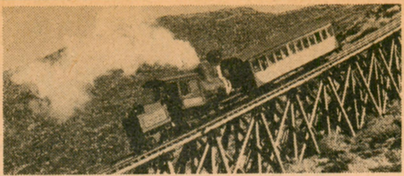
(10) 3600-3619 were originally 5501-5520, then 3600-3619.

(11) 3620-3625 were originally 6501-6506, then 3620-3625.

(12) 663 wrecked, was traded for 3656.

(13) 502, 508, 518 sold to Alco Pr.; then resold to Tennessee Central, renumbered 248-250; then sold to L&N and renumbered 248-250.

(14) 523 sold to St. Johnsbury & Lemoille County, renumbered 202 (1968). ●



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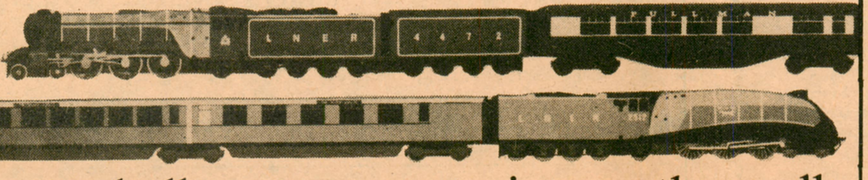

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HOBBY CLUB

conducted by Sy Reich

NATIONAL convention of the NRHS for 1970 will not be in Roanoke, Virginia, as was originally planned, but will be held in Charleston, S.C. over Labor Day week-end. This will coincide with the Tri-Centennial celebration of South Carolina, and will feature Southern Railway 2-8-0 No. 630, Ksl, ex-Hampton & Branchville 4-6-0 No. 44, recently purchased by the Charleston Chapter NRHS; also Cole D. Walters' 2-4-2 No. 1 and a full-scale reproduction of the *Best Friend of Charleston*. This will be the most live steam operating in years at an NRHS convention. Trips are being planned over the Southern and the Seaboard Coast Line.

United Transportation Union is urging people to search their attics, basements, etc., for historic rail and rail-labor material. The union is working with Cornell University's School of Industrial and Labor Relations on a joint labor-railway history project, expected to become the largest collection of its kind anywhere.

"*Berkshire to Shenandoah*" is a 12-inch, 33 1/3 hi-fi recording of the now famous Nickel Plate 2-8-4 No. 759, available from Berkshire Recording, Magnetic Studios, 1670 W. 1st Ave., Columbus, Ohio 43212, for $4.95 (2 for $7.95). It is the finest record out on this fantrip engine. A pacing sequence is loud and noisy with all those haunting sounds we love of super-power steam at speed. A march up Blue Ridge Mountain is one of the best steam moments preserved that we have heard.

Continuing reports are coming in of rail photographers who have shot a train wreck in action. Thomas Fetters of Chicago, Ill., once took an 8-mm movie of ex-Reading No. 2102 4-8-4 approaching a crossing, rocking violently and derailing one set of drivers while returning from an excursion from South Bend, Ind. Tom's friend Charles Dasho also photographed the event from another angle with movies.

One day while shooting Pennsy K-4s on oil and troop trains rolling through Philadelphia, one eastbound freight piled up on the Brandywine Creek bridge, reports Charles A. Elston, 4647 Penn St., Philadelphia, Pa. 19124. "I grabbed my camera and got shots of oil cars bursting open and overhead catenary wires dropping onto the wreckage and melting. Like Tom O. Acree's remarks in an earlier issue, I was afraid of reporting my fantastic footage for fear that someone might suspect I had staged the pile-up."

"So far I have had two answers to my request for places where one can see electric locomotives in service," states Leroy Demery, 4854 Inadala Ave., Los Angeles, Calif. 90043. "I am writing a book entitled *The Electric Locomotive*, which will cover operations in the U.S. and Canada, with separate chapters for each of the 14 main-line electric loco operations that I know of and a separate chapter on the Penn Central. I will cover also multiple-unit car operations, interurban freight, industrial lines, museums, exhibits, and a bibliography. Where can I get an all-time roster of Pennsy m.-u. cars? I have many Pennsy photos, but could use electric pix of other roads."

Old Rutland Ry. items and other historical railroadiana are being sold by the Steamtown USA, Museum Department, Box 71, Bellows Falls, Vt. 05101. List is available for stamped addressed envelope. (*Continued on page* 52)

The Unforgivable Sin of Forgetfulness

IS YOUR IMAGE SLIPPING?

Maybe in her eyes you've become just another "typical man" forgetting anniversaries, special dates that mean so much to her, birthdays, details of events you enjoyed together . . . And your forgetfulness means only one thing to her — that you no longer really care. You may secretly curse yourself for your lapses of memory — but what good will that do? Wouldn't you rather have her think of you as a "super" kind of guy?

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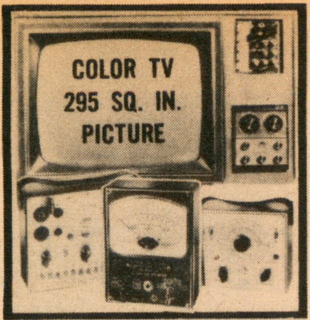

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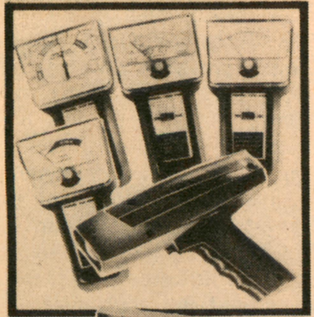

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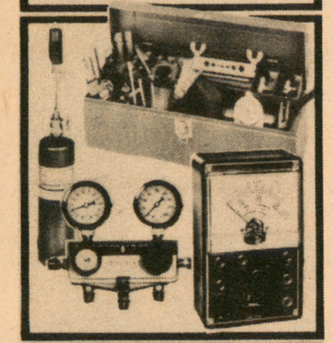

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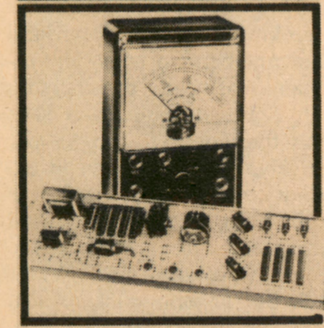

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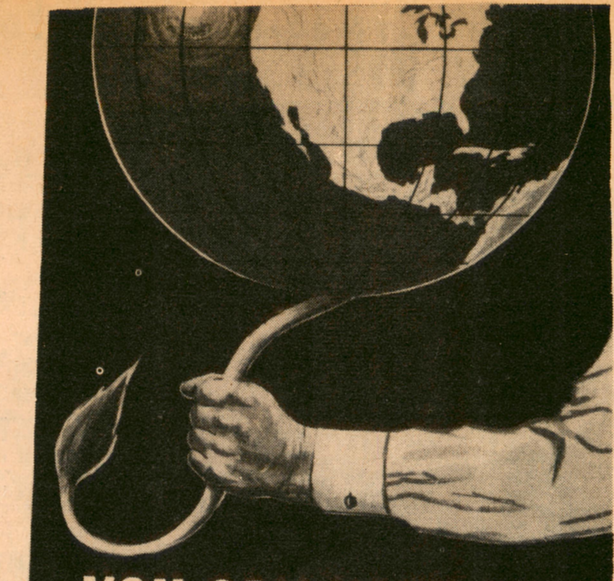

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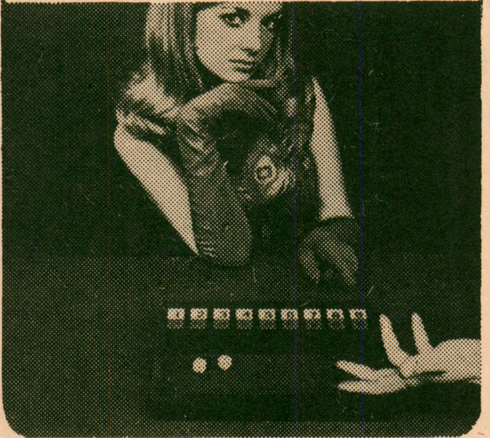

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Tennessee Valley Railroad Museum, 1006 Hibbler Circle, Chattanooga, Tenn. 37412, has available a new cloth patch for their museum showing famous Southern Ry. 4501 in green. The large patch sells for $1.25 and is well done and colorful.

Flying Scotsman Runs Again is an outstanding film done professionally by the BBC TV Production. It shows this famous Gresley A-3 Pacific on special runs, especially the commemorative run May 1, 1968, from London to Edinburgh, 392 miles non-stop. Some aerial footage of No. 4472 racing across the English countryside and parallel sequences are truly classics. Available in standard 8 mm and Super 8 mm magnetic sound, b&w only. No silent or color versions at this time. Standard 8 mm is $25.98 and Super 8 mm is $27.98, from Hart Industries, P.O. Box 452, Birmingham, Mich., 48012.

1970 Pennsy Calendar featuring 12 large photos by Don Wood, one of America's leading rail-cameramen, is available for $3 from Audio-Visual Designs, P.O. Box 24, Earlton, N.Y. 12059. This 16 x 23 inch calendar is one of the best out and is printed on quality stock with dramatic pictures of Pennsy engines. (*See pages* 14-15.)

New Orleans Ry. Museum Assn., P.O. Box 52824, New Orleans, La. 70150, is seeking new members and offers regular membership with full voting rights, and associate membership without such rights. A bulletin is sent to both, with dues of $10 and $5 per year respectively. The club owns an ex-Mobile Birney streetcar, and is in the process of obtaining a mining loco and a compressor loco once used by the New Orleans Sewerage and Water Board. Track use negotiations are also underway.

Railfan's Guide to Oregon addenda sheet which updates the 1967 publication to July, 1969, is available from Pacific Northwest Chapter, NRHS, Room 1, Portland Union Station, Portland, Ore. 97209. Those who already purchased the 1967 *Guide* can obtain the new sheet for a stamped envelope. To others, the *Guide* and addenda sheet cost 50¢.

The original Denver *Zephyr*—consisting of stainless-steel diner, parlor-lounge, auxiliary power car, several Pullmans, and several coaches—is being auctioned off on Oct. 20th. It is expected that the bid will go up to $150,000 even though some of the cars have been vandalized. Parke Bernet Galleries in New York is offering this equipment, but you must provide your own locomotive to haul away your prize. ●

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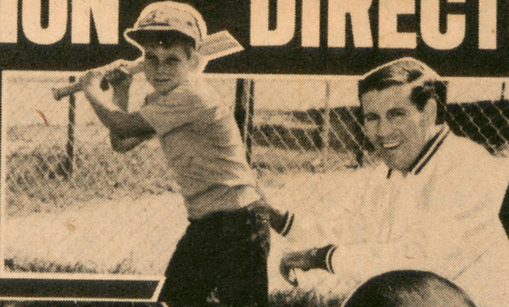

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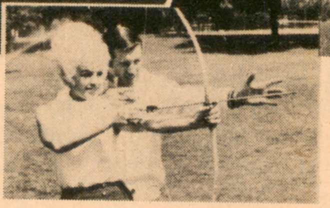

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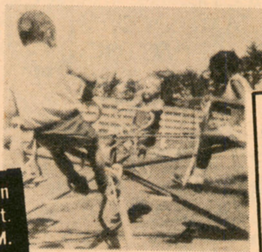

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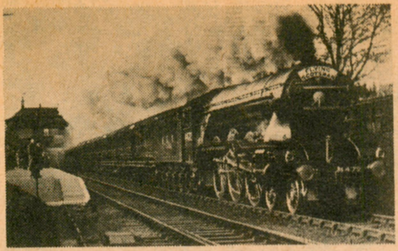

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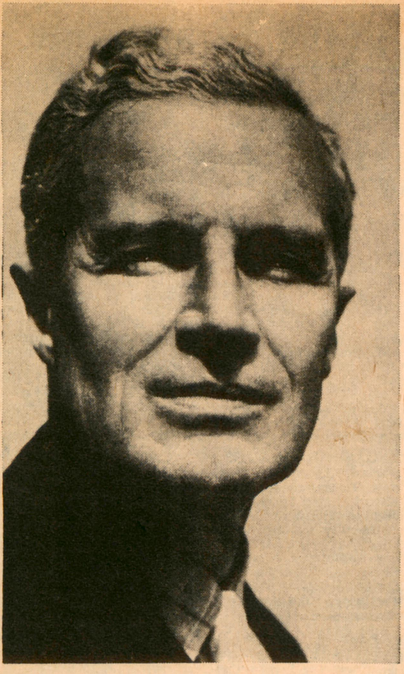

I'd like to give this to my fellow men...

while I am still able to help!

I was young once, as you may be — today I am older. Not too old to enjoy the fruits of my work, but older in the sense of being wiser. And once I was poor, desperately poor. Today almost any man can stretch his income to make ends meet. Today, there are few who hunger for bread and shelter. But in my youth I knew the pinch of poverty; the emptiness of hunger; the cold stare of the creditor who would not take excuses for money. Today, all that is past. And behind my city house, my summer home, my Cadillacs, my winter-long vacations and my sense of independence—behind all the wealth of cash and deep inner satisfaction that I enjoy—there is one simple secret. It is this secret that I would like to impart to you. If you are satisfied with a humdrum life of service to another master, turn this page now—read no more. If you are interested in a fuller life, free from bosses, free from worries, free from fears, read further. This message may be meant for you.

By Victor B. Mason

I am printing my message in a magazine. It may come to the attention of thousands of eyes. But of all those thousands, only a few will have the vision to understand. Many may read; but of a thousand only you may have the intuition, the sensitivity, to understand that what I am writing may be intended for you—may be the tide that shapes your destiny, which, taken at the crest, carries you to levels of independence beyond the dreams of avarice.

Don't misunderstand me. There is no mysticism in this. I am not speaking of occult things, of innumerable laws of nature that will sweep you to success without effort on your part. That sort of talk is *rubbish!* And anyone who tries to tell you that you can *think* your way to riches without effort is a false friend. I am too much of a realist for that. And I hope you are.

I hope you are the kind of man—if you have read this far—who knows that anything worthwhile has to be *earned!* I hope you have learned that there is no reward without effort. If you have learned this, then you may be ready to take the next step in the development of your karma—you may be ready to learn and use the secret I have to impart.

I Have All The Money I Need

In my own life I have gone beyond the need of money. I have it. I have gone beyond the need of gain. I have two businesses that pay me an income well above any amount I have need for. And, in addition, I have the satisfaction—the deep satisfaction—of knowing that I have put more than three hundred other men in businesses of their own. Since I have no need for money, the greatest satisfaction I get from life is sharing my secret of personal independence with others—seeing them achieve the same heights of happiness that have come into my own life.

Please don't misunderstand this statement. I am not a philanthropist. I believe that charity is something that no proud man will accept. I have never seen a man who was worth his salt who would accept something for nothing. I have never met a highly successful man whom the world respected who did not sacrifice something to gain his position. And, unless you are willing to make at least half the effort, I'm not interested in giving you a "leg up" to the achievement of your goal. Frankly, I'm going to charge you something for the secret I give you. Not a lot—but enough to make me believe that you are a little above the fellows who merely "wish" for success and are not willing to sacrifice something to get it.

A Fascinating and Peculiar Business

I have a business that is peculiar—one of my businesses. The unusual thing about it is that it is needed in every little community throughout this country. But it is a business that will never be invaded by the "big fellows." It has to be handled on a local basis. No giant octopus can ever gobble up the whole thing. No big combine is ever going to destroy it. It is essentially a "one man" business that can be operated without outside help. It is a business that is good summer and winter. It is a business that is growing each year. And, it is a business that can be started on an investment so small that it is within the reach of anyone who has a television set. But it has nothing to do with television.

This business has another peculiarity. It can be started at home in spare time. No risk to present job. No risk to present income. And no need to let anyone else know you are "on your own." It can be run as a spare time business for extra money. Or, as it grows to the point where it is paying more than your present salary, it can be expanded into a full time business—overnight. It can give you a sense of personal independence that will free you forever from the fear of lay-off, loss of job, depressions, or economic reverses.

Are You Mechanically Inclined?

While the operation of this business is partly automatic, it won't run itself. If you are to use it as a stepping stone to independence, you must be able to work with your hands, use such tools as hammer and screw driver, and enjoy getting into a pair of blue jeans and rolling up your sleeves. But two hours a day of manual work will keep your "factory" running 24 hours turning out a product that has a steady and ready sale in every community. A half dollar spent for raw materials can bring you six dollars in cash—six times a day.

In this message I'm not going to try to tell you the entire story. There is not enough space on this page. And, I am not going to ask you to spend a penny now to learn the secret. I'll send you all the information, free. If you are interested in becoming independent, in becoming your own boss, in knowing the sweet fruits of success as I know them, send me your name. That's all. Just your name. I won't ask you for a penny. I'll send you all the information about one of the most fascinating businesses you can imagine. With these facts, you will make your own investigation. You will check up on conditions in your neighborhood. You will weigh and analyze the whole proposition. Then, and then only, if you decide to take the next step, I'll allow you to invest $15.00. And even then, if you decide that your fifteen dollars has been badly invested I'll return it to you. Don't hesitate to send your name. I have no salesmen. I will merely write you a long letter and send you complete facts about the business I have found to be so successful. After that, you make the decisions.

Does Happiness Hang on Your Decision?

Don't put this off. It may be a coincidence that you are reading these words right now. Or, it may be a matter that is more deeply connected with your destiny than either of us can say. There is only one thing certain: If you have read this far you are interested in the kind of independence I enjoy. And if that is true, then you must take the next step. No coupon on this advertisement. If you don't think enough of your future happiness and prosperity to write your name on a postcard and mail it to me, forget the whole thing. But if you think there is a destiny that shapes men's lives, send your name now. What I send you may convince you of the truth of this proverb. And what I send you will not cost a penny, now or at any other time.

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SHORTLINES OF ARKANSAS, by Clifton E. Hull, 9¼x6¼", hard cover, text on uncoated paper, with center photo section on fine coated stock with fair to excellent reproduction, 416 pages, index, University of Oklahoma Press, Norman, Okla., $9.95.

A railroad by railroad history and description of each shortline in Arkansas, giving a good review of its motive power, management, development, and in many cases, downfall. Personalities and interesting anecdotes are not overlooked. This is not a dry account with dull reading, but is rather full of rich true tales from the lips of retired old railroaders.

LAKE SUPERIOR IRON ORE RAILROADS, by Patrick C. Dorin, 8½x 10¾", hard cover, printed on coated stock, illustrations, maps, index, charts, Superior Publishing Co., P.O. Box 1710, Seattle, Wash. 98111, $10.95.

A photo album and description book of the iron-ore hauling railroads of the Lake Superior region. The steam era as well as diesel is covered. Many ship and loading pictures fill out the locomotive and railroad content to a more overall view point. The printing tends to be a little gray and some of the page make-up uninteresting, but the subject is well researched and written. Each railroad from the region is taken as a separate chapter and developed, describing its unique transportation problem and how that was solved over the years.

1969 STEAM PASSENGER SERVICE DIRECTORY: *Including Electric Lines and Museums*, 8½x5½", 128 pages, soft cover, printed on fine coated paper with good reproductions, published by Empire State Railway Museum, P.O. Box 459, Wall St. Station, New York, N.Y. 10005, $1.50.

A state by state listing of about 100 steam railroad museums and other places where you can ride behind a steam railroad museums and other photo of the operation, plus a good description of the equipment and facilities, as well as fare, operating schedule, and addresses, etc. Useful for railfans.

ROBERT R. YOUNG, *the Populist of Wall Street*, by Joseph Borkin, 236 pages, 6x8½", index, printed on fine but uncoated stock, illustrated, Harper & Row, Publishers, New York, N.Y., $6.95.

The story of the rise of this great railroad man, and the turmoil he created in industry and finance, well written. The author worked with Young and knew him well.

STEAM PIKES ALONG THE TURNPIKES: *A Pictorial Pageant of Steam Tourist Rail Lines in America's Scenic Northeast*, by J. A. Stowe, 38 pages, 11x 8½", soft cover, well illustrated, maps; J. A. Stowe, 2042 Armitage Ave., Chicago, Ill. 60647, $2.50.

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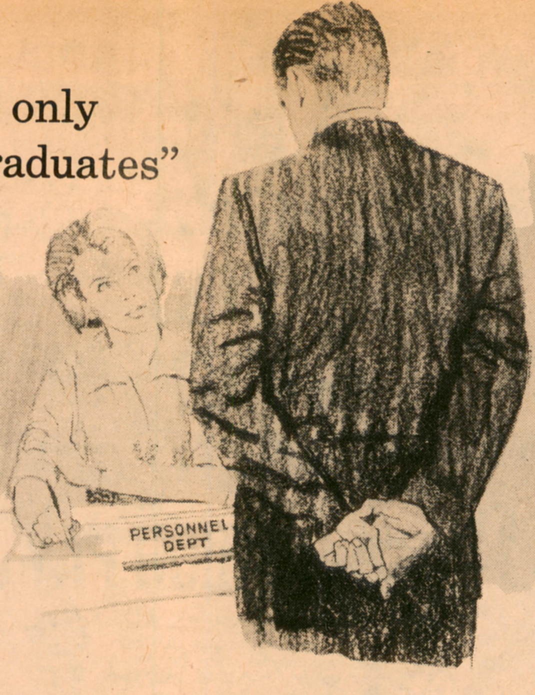

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TOM ACREE, Box 724, Hollywood, Calif., sells photostats of newspaper articles and 4x5 pix of 7/9/18 NC&SL wreck.

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WALT APPEL, 150 Cottage Pl., Westfield, N.J. 07090, buys b&w enlargements DL&W, WAB, PRR, SOU H24-66's; GM&O, LV, WAB, SOU PA's.

KEN BERGMANN, 196 Rambler Ave., New Milford, N.J. 07646, buys 35mm color slides Alco PA's.

JEFF BRASHARES, 825 Peaceful Path, Mansfield, Ohio 44907, buys Ohio interurban tts. and railroadiana.

ROY BRILL, 7-B Mary Ella Dr., Wilmington, Del. 19805, will sell 125 diff. 8mm Kodachrome dupl. steam shots, made in 1939, incl. LV, CNJ, RDG.

O.W. BROOKS, RD 1, Emporium, Pa. 15834, sells glass insulators or will trade for rr. books.

FELIX BRUNOT, 411 Seymour St., Valdosta, Ga. 31601, sells various size diesel pix and negs.

CYRIL BUTCHER, 8 Coyne St., St. Thomas, Ont., Canada, sells steam pix GTW, TH&B, CP; lists 10c.

JOE BYWAY, 23 Rockingham Ct., London 17, Ont., Canada, sells old-style stationmasters' uniforms or will trade for railroadiana. Sells CN, GT tr. orders, etc.; list 25c.

LEO CALOIA, 907 Adelante Ave., Los Angeles, Calif. 95542, sells small-size LA trolley, Angels Flight negs.

BILL CARTEE, Rt 3, Box 392, Cullman, Ala. 35055, buys p.c. size color pix UP 4-8-8-4's.

PAUL CARTES, Rte 5, Box 2, Mobile, Ala. 36608, buys railroadiana, postcards, slides, books, etc.

HARRY CHASE, 18 Beech St., Mansfield, Mass. 02048, buys any size pix sugarcane mill rrs.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys Alco, Baldwin, Lima pix, catalogs.

R.M. CLARK, 201A E St., South Charleston, W. Va. 25303, buys slides NYC, PRR, NYNH&H diesels.

DAVE COOPER, 213 N. Lake, Paris, Tenn. 38242, buys color pix AC purple, SOU, SLSF, Katy, SLSW, NC&SL, L&N.

T. COTT, Carrick, Otranto Pl., Dunleary, Ireland, sells much U.S. historical railroadiana.

DICK CRANDALL, Concord Rd., Springville, N.Y. 14141, sells 6x4 reprints of PRR 1885 tt.

JIM DAVIES, 78 Warren Pl., Ridgewood, N.J. 07450, sells shortline interurban, trolley, and SW rr. railroadiana. (SSE)

VINCENT DE SANTIS, 196 Carbon St., Paterson, N.J. 07522, sells b&w and color pix EL diesels.

D.H. DEGNER, Box 3873, Milwaukee, Wis. 53205, buys diesel, gas-car negs. of C&NW, CGW, M&SL.

CARL DENTREMONT, 62 Birch St., E. Millinocket, Maine 04430, will buy Railroad Magazine 8/63-12/66, BAR emp. tts. 190-195.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP; list 30c. Buys or sells CN, CP, TH&B steam negs.

MIKE EAGLESON, 286 Washington St., Glen Ridge, N.J. 07028, has large list Off. Guides, 4x5 steam negs, rulebks, EL emp. tts., 5x7 Speed Graphic back issues Railroad Magazine, bound Lionel Cats. '31-42, railroadiana.

KEITH ESTES, 2136 Wappoo Hall Rd., Charleston, S.C. 29407, sells conductor's tkt. punches, tkts., etc. (SSE)

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DICK HARRINGTON, 226 Sears Rd., West Islip, N.Y. 11705, buys negs. or pix LIRR steam.

B.K. HEALD, RFD, Winn, Maine 04495, will trade B&M emp. tt. for those of eastern rrs.

WM. HOFFMAN II, 326 S. East Ave., Baltimore, Md. 21224, sells 5x7 pix. Steam list 15c; trolley list 10c B&O and PRR diesel list 10c.

JIM HOLLIS, 8000 Fontana, Prairie Village, Kan. 66208, buys pix and negs. of RGS 455, 22.

TEX HUDSON, 4760 N. Durfee St., El Monte, Calif. 91732, publishes 5-page rr. newspaper; sample 20c.

WILSON JONES, 105 Fairmount Ave., Hackensack, N.J. 07601, buys Erie steam pix, negs.

LARRY KELLER, 2741 Thornbridge Rd., York, Pa. 17404, makes slides or movies of steam, diesel, elec., trolley in his area to order.

WAYNE KERSLAKE, 1615 Cedar Lane, Sioux Falls, S.D. 57103, sells or trades railroadiana, esp. switch keys; list 12c. (SSE)

LARRY KISS, 40 Rugby Rd., Brooklyn, N.Y. 11226, sells NY area track maps; list free.

CHAS. KNOLL. 120 Coolidge Ave., Spencerport, N.Y. 14559, will sell Bunnell 150-ohm telegraph relay or will trade for key, sounder, resonator.

CASE KOWAL, 6615 S. Bell Ave., Chicago, Ill. 60636, sells Colo. Midland engraved bond coupons. (SSE)

P. KRANOWSKI, 121 Burnside Ave., Cranford, N.J. 07016, buys diesel slides D&H, L&HR, NYS&W, PRSL, C&O.

ELVIN LIQUE, 1501½ 2 St., Wausau, Wis. 54401, buys 35mm color slides McCloud River SD38; CB&Q "BN" SD45, GE U23C painted green and white; MP GE U30C.

BOB MARGOLIN, Box 36, Belle Mead, N.J. 08502, buys, sells, trades sizes 616 and 620 diesel negs., size 620 color diesel negs. and pix.

TOM McGOWAN, 602 Dean St., Scranton, Pa. 18509, buys anything DL&W. Sells or trades Erie steam pix, negs., EL emp. tts., Erie, NYO&W passes.

RICK MERRELL, 1310 Isabella St., Wilmette, Ill. 60091, buys tts., emp. tts., switch keys, locks.

C.E. MUNSON, 1104 Cortez Dr., Glendale, Calif. 91207, sells Off. Guides, Equip. Regs, 1954-date.

JON NELSON, 9911 W. Broadview Dr., Miami, Fla. 33154, buys FEC tts., brochures, dater dies, negs., pix. RPO cancellations, dining-car material.

THIS CAN BE YOUR "BIG BREAK"

if you're a man who's ever said...

"I'm sick and tired of my Job!"

Read here about the exciting, high-pay careers waiting in one of today's hottest growth fields—and how preparing for these great jobs can be easier than you might ever have imagined.

IT'S A SHAME to go on struggling along in the same old rut—while others around you move up to better jobs, better homes, better cars. Especially when it's now so easy for you to do something about it.

Just mail the coupon to the right and we'll send you, FREE, two books that have started thousands of men on the road to rewarding new careers. Careers they can be proud of. Careers where the work is exciting. And careers where they can earn the kind of money that many men only dream of.

Thousands of career opportunities like this exist right now in America's hottest growth industry—Electronics. It's an industry where you can take your pick of literally scores of different "glamor jobs"—in broadcasting, automation, the aerospace program, and many other areas. And it's an industry where, once you have some experience under your belt, you can earn up to $5, $6, $7 an hour...$200, $225, $250 a week...$10,000, $11,000, $12,000 a year.

You don't need college training to break in. Our free books will show you how you can prepare right at home in your spare time. And they'll show you, too, how we can help you land the "dream job" of your choice.

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Please send me 2 FREE books describing opportunities in Electronics and how to prepare for them.

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AM-13

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Help Bring Crooks to Justice
Through Scientific

CRIME DETECTION

TRAIN AT HOME TO BE A
FINGERPRINT
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You are needed now to help keep pace with the fantastic increase in crime! Prepare for a fine, well paying career that offers security and steady advancement!

Yes — There is good money in Scientific Crime Detection and Fingerprint Identification . . . but much more than money alone! Imagine the thrill of being on the team that apprehends a vicious criminal . . . possibly a remorseless killer . . . by modern, scientific means. Trapping him . . . helping build an air-tight case with hard, undeniable facts you've helped dig out! This is what fills the job of CRIME INVESTIGATOR with daily excitement . . . in addition to good steady pay, security and advancement opportunity.

Just as I've helped hundreds of other ambitious men get into CRIME INVESTIGATION . . . I can help you, too. At home in your spare time, I will reveal and train you in the secrets of modern Crime Detection, Fingerprint Identification, Firearms Identification, Handwriting Identification, the art of "Shadowing" . . . and the other skills that the trained Criminal Investigator uses in his daily assignments.

It doesn't matter what you are doing now . . . what kind of jobs you held before . . . there is wide open opportunity for the trained Crime Investigator.

Our graduates are leaders in Fingerprint-Identification-Investigation departments in every state and all over the free world. Over 800 Identification Bureaus employ our former students. IAS is accredited by the National Home Study Council. Rush coupon for "Blue Book of Crime"—Free!

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Just mail coupon for this exciting book . . . filled with famous crime cases and crime facts. **Tells how you can find success and security in Crime Investigation. Send for your FREE copy today. No salesman will call. (Give your age, please).**

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Mr. T. Dickerson Cooke, Director
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Without obligation send me the Blue Book of Crime (latest edition) and list of Identification Bureaus employing I A S students and graduates together with complete facts and easy terms offer.

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For 71 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

Subscription post free, $5.25 per year.

3/6
Railway Magazine
NOVEMBER 1968
69023

RAILWAY MAGAZINE
161-166, FLEET STREET,
LONDON, E.C.4,
ENGLAND.

E.L. PLANT, 6128 167th Pl. SW, Edmonds, Wash. 98020, sells or trades marker lights, switchmen's oil lamps, pot-belly stoves, etc. (SSE)

LOU POLINIAK, 1017 N. Washington St., Shamokin, Pa. 17872, buys pix of men and women rr. tramps. hoboes.

JIM PROKES, 7850 S. Kenneth, Chicago, Ill. 60652, buys tts., cap badges.

J.R. QUINN, Box 1044, Tillson, N.Y. 12486, sells size 616 diesel, steam, caboose, equip. negs. State interests.

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, trades PC emp. tts., tr. orders for plastic pocket protectors, playing cards, ash trays, china.

JIM REID, 4584 Brentlawn Dr., North Burnaby, B.C., Canada, buys color slides of action pix 1st generation CP, CN diesels.

AL REMALY, RD 3, Bethlehem, Pa. 18015, sells sizes 620-616 trolley and steam negs.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys switch marker, and classification lanterns; also globes, bells, hdlts., etc.

CARL ROGOZA, 219C N. Myrtle, Monrovia, Calif. 91016, will trade flat-top 3-chime whistle for another whistle, esp. LV, WAB, N&W, IC, WM steamboat type.

C.E. ROSENBALM, 3344 Walnut Ave. SW, Birmingham, Ala. 35221, buys rr. pens and pencils.

JEFF SANDERS, 729 Windsor Ave. SW, Roanoke, Va. 24015, will buy Josserand's "Rights of Trains." Buys VGN keys, forms, emp. tts., tts., train orders.

A.R. SHADE, 9831 Aldridge Dr., Columbia Station, Ohio 44028, sells pix, b&w slides NKP steam. List, sample 25c.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells tts., rulebks., Off. Guides, emp. tts., back issues Railroad Magazine, tourist guides, railroadiana; lists 25c.

JIM SHAUGHNESSY, 479 8 Ave., Troy, N.Y. 12182, sells slides of D&H psgr. and frt. diesels.

SHERM SHOOK, 160 Andover St., Wilkes Barre, Pa. 18702, sells slides EBT n.g., trolley museum. List, sample 20c.

DICK SHULL, 130 W. 44th St., New York, N.Y. 10036, buys NYC and PRR pocket calendars, any size NYC calendars. 1921-'31.

BEN SMITH, Box 34, Brooklyn, N.Y. 11213, buys Loco, Car bldrs. Cyclopedias, Baldwin Mags., rr. calendars, bks., railroadiana.

HAL SMITH, 61-17 68th Ave., Brooklyn, N.Y. 11227, sells 2¼x2¼ orig. b&w negs., of PC, SEPTA, NYCTA, on approval.

BARRY SNYDER, 385 Ruckman Rd., Closter, N.J. 07624, buys PC emp. tts., rulebks., diesel pix, tts., maps.

FRED STECK, Rte. 1, Reese, Mich. 48757, sells C&LE stock or will trade for tts.

CLYDE STEPHENS III, 1017 Cassie Dr., Joliet, Ill. 60435, buys or trades switch keys; wants CNJ.

WALT STRINGER, 132 Edgewood, Ardmore, Pa. 19003, trades back issues Mdl. RRer, RMC, or Railroad Magazine for Trains. (SSE)

TED TAETSCH, 14218 Garfield Ave., Lakewood, Ohio 44107, sells 3x5 traction pix. Sells 6 diff. Muskingum elec. pix.

GEO. TILLITSON, Rt. 2, Box 795, Vashon, Wash. 98070, wants lists of bldrs. nos.

BRUCE TREICHLER, 519 Doddridge, Cloquet, Minn. 55720, sells steam, diesel, interurban pix, railroadiana. (SSE)

MIKE VAIUSO, Box 619, Schenectady, N.Y. 12301, sells diesel pix; no list.

ROY WAKE, Box 4588, Chicago, Ill. 60680, sells back issues Railroad Magazine, Trains, Mdl. RRer; pix, postcards, etc. (SSE)

R.R. WALTON, 1745 Sharon Pl., San Marino, Calif, 91108, will sell book "S. Pacific Coast," new.

GLENN WIGREN, 605 Willard St. Ext., RD 2, Box 199, Jamestown, N.Y. 14701, sells pack of 12 diff. Chautauqua Traction forms.

WALT WILK, Box 5424 Detroit, Mich. 48211, trades Colo. railroadiana 1901-'42 for 35mm color slides.

DOUGLAS WORNOM, 1214 No. LaSalle St., Chicago, Ill. 60610, buys tts., annual passes dated before 1935, also rr. books, folders.

DENNIS WOZNICZKA, Box C-8896, Lowry AFB, Colo. 80230, buys info., pix on Monon's 9/17/51 accident at Monon, Ind.

DAVE WRIGHT, 1112 Riveroaks Ln., Charlotte, N.C. 28211, buys pix, info. on NC, SC shortlines.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, sells diesel negs.; no list. Buys collections of negs., slides.

W. YOUNG, Box 172, N. Vancouver, B.C., Canada, sells 35mm color slides TTC, European trolleys. ●

PICTURE YOURSELF...

REAL HAIR!

(100% HUMAN)

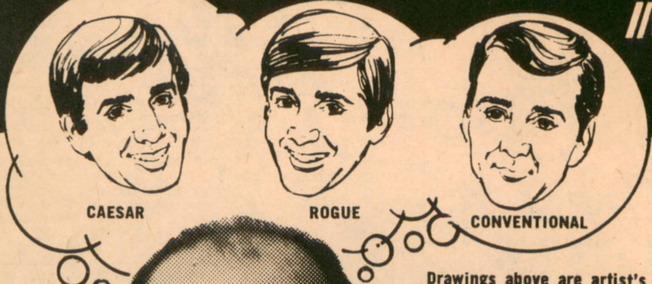
IN A "UNIVERSAL"

HAIRPIECE

Amazing Price Breakthrough

$29.95

(Expert Styling Extra)



HIGHEST QUALITY
Comparable to Hairpieces Selling for $200 — $300 — $400

- HAND-MADE
- 100% HUMAN HAIR
- CUSTOM-STYLED
- CUSTOM-MATCHED
- GUARANTEE

You must be absolutely satisfied that a **UNIVERSAL HAIRPIECE** lives up to its claims. If not, we will refund your money in full, or exchange, or credit, whichever you prefer, provided the item is returned within 10 days, and, of course, provided it has not been additionally cut, styled or worn.

Drawings above are artist's concept of same man in 3 styles. Photos present limitations; words are frequently inadequate: try to imagine . . .

I. The **CAESAR**...forward, in "bang" effect. Can be left long, short, informal. The really "in" style.

II. The **ROGUE** . . . for the swinging executive, eyeing London's Carnaby fashions. Hair usually longer than #I, sweeps l. to r.

III The **CONVENTIONAL** . . . more formal, usually shorter — a dash of dignity.

THIS COULD BE YOU!

Meet Pete Rogers. Pete almost worried himself sick when hair loss began. He tried several so-called baldness remedies before he got guts enough to brave a hairpiece. He found out that while hair doesn't make you more masculine—it sure increases your opportunity to prove it!

Deep down, he had agonizingly anticipated embarrassment, ridicule, insecurity. While pleasantly surprised at the immediate acceptance of friends and family, still, the price bugged him. His first cost a small fortune—$325. Then he discovered the UNIVERSAL. Amazingly, at no quality sacrifice, Pete now pays only $29.95 . . .

* * *

Pete Rogers may be a fictitious name. But his problem is shared by millions. He is a composite, true-to-life balding American male, based on numerous testimonials and psychological research studies.

HAIR IS "IN"

Every man knows that a revolution has taken place in grooming attitudes. You are no longer considered an odd-ball if you sport side-burns, a spiffy mustache, or even chin-whiskers.

More men now go to "hair-stylists," not barbers. More are non-conformist about the way they comb their hair, how long, or even whether it's really their own hair. Such decisions seldom invite criticism or ridicule. So, it was inevitable that these new attitudes — and demand — would lead to a hairpiece price breakthrough.

500,000 PETE ROGERS'

If you are one of the 40 million U.S. men who are affected by hair loss, it would fascinate you to talk to a representative handful of the 500,000 Pete Rogers' who have already overcome their initial doubts about hairpieces. Despite having paid an average price of $325, the average Pete Rogers will enthusiastically tell you that a properly-matched, well-groomed hairpiece:

- **Makes a man look his natural age—or younger**
- **Restores confidence**
- **Presents a masculine, vigorous appearance**
- **Is a definite social / business asset**
- **Makes possible more fun out of life**

So, the real question is: Can a budget-priced UNIVERSAL Hairpiece live up to the claims of one selling for 5 to 10 times as much?

YOU CAN COMPARE CLAIMS

Here's what we claim unconditionally for the UNIVERSAL:

HAND-MADE
100% HUMAN HAIR
CUSTOM-MATCHED
CUSTOM-STYLED
EASY, INEXPENSIVE UPKEEP
LASTS YEARS—DURABLE
LIGHT, COMFORTABLE
ABSOLUTELY SECURE
UNDETECTABLE

To be more technical, not only is the human hair used of exceptional, refined quality, but the hand craftsmanship produces a double-knotted, closely-spaced "scalp"-effect. This provides "body" for versatile styling, on a special long-lasting "breathing" base. The simulated part is detection-proof.

And YES — you can WORK, SLEEP, SWIM OR PLAY in a budget-priced UNIVERSAL

So, on all counts, a UNIVERSAL meets or beats all competition.

HOW CAN WE DO IT?

The UNIVERSAL is the creation of two ex-competitors! During the 1950's, these battling executives literally pioneered the whole concept of modern merchandising in men's hairpieces. Out of their decades of experience has now come a revolutionary space-age approach to manufacturing.

The trick: Volume production, utilizing the finest materials and skill, but at no sacrifice in quality! Standardization, based on experience with thousands of men, has resulted in an almost computerized approach to hair-matching. Based on techniques perfected in allied fields, a UNIVERSAL is hand-made, but costs only a fraction to produce. UNIVERSAL deals in hair by the ton.

Consider, too, the mail order procedure eliminates several high-profit middle-men, sales commissions, etc.

SO EASY TO ORDER

The 3 styles shown above were suggested exclusively for UNIVERSAL by the editors of the authoritative trade magazine, MEN'S HAIRSTYLIST, as being the most representative of today's trend in hairgrooming. When you order your UNIVERSAL, you specify, and it will be custom-styled for you by an expert.

Additionally, all we need is (1) simple measurements, and (2) a generous sample of your hair for proper matching. Although your UNIVERSAL may require some additional cutting later (which almost any barber or beautician can do, following our enclosed instructions), you are free to experiment, try on, test, etc., for ten days. **If not completely happy with your decision, you can return the undamaged hairpiece for full refund or exchange, less styling.**

FREE! — NO EXTRA COST

Your UNIVERSAL will come in a plain, unmarked package. Open it, and you will be pleasantly surprised with the EXTRAS. Like: beautiful simulated leather (masculine-type) storage case • styrofoam hairpiece form • generous supply of new pre-cut Miracle-Stik double-faced adhesive • spirit gum • handy traveling comb-&-brush set • complete CARE-CLEAN-CUTTING instructions. Kit valued at over $5.00—but no extra cost to you if you ORDER NOW. OFFER LIMITED.

UNIVERSAL HAIRPIECES

55 W. 39th St., Suite 803
New York, N.Y. 10018
(212) BR 9-6971

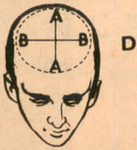
EASY TO ORDER • FULL MONEY BACK GUARANTEE

HERE'S WHAT YOU DO:

1. Check style desired from drawings, top.
2. Measure bald area as shown in drawing, right. Fill blanks, below.
3. Enclose your hair samples, generous as possible, from back and temples.
4. Make check or money order payable to UNIVERSAL.

Preferred Style:

☐ I—CAESAR
☐ II—ROGUE
☐ III—CONVENTIONAL



Dept.

My Measurements:

AA..............inches
Imagine hairline. Measure front to back, bald or thin area.

BB..............inches
Widest portion of imaginary oval.

UNIVERSAL, 55 W. 39th St., N.Y., N.Y. 10018

YES! — I'll try an individualized, custom-styled UNIVERSAL HAIRPIECE, with FREE StorEasy Service Kit. I understand I must be completely satisfied that it lives up to your claims, or I can return it undamaged within 10 days for full refund.

☐ Enclosed is $29.95 + $5 styling fee. Total: $34.95 saving myself sales tax, post., insur., handling.

☐ I have enclosed partial payment—$15. Mail C.O.D. for balance, which I will pay postman, incl postage, etc.

PLEASE PRINT AMG10

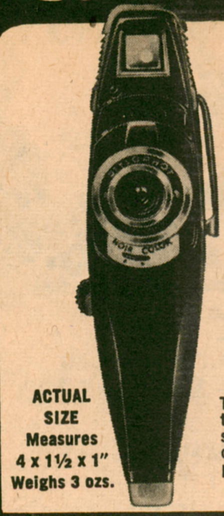
Name__________________________________

Address________________________________

City__________________State________Zip________

SHIPMENT MADE IN 10 DAYS • IN PLAIN PACKAGE

Save Money With These Fine Gift Values!



AMAZING PEN-SIZE CAMERA OF THE FRENCH SURETE

CONFIDENTIAL POCKET CAMERA

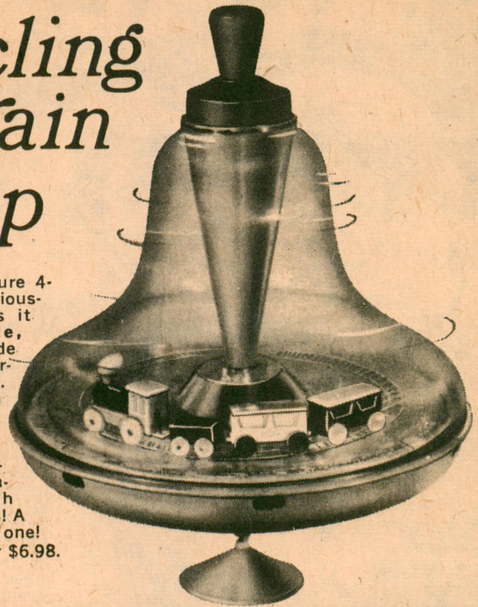
- CLIPS INTO POCKET OR PURSE
- TAKES 18 BIG 2¼ x 2¼" B&W OR 18 COLOR IN 2 x 2" MOUNTS
- EASY TO USE • 1 YR. GUARANTEE
- FEATURES PREVIOUSLY AVAILABLE ONLY IN MODELS SELLING AT 10 x THE PRICE!

ACTUAL SIZE
Measures 4 x 1½ x 1"
Weighs 3 ozs.

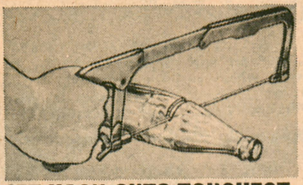
This is a remarkable little camera, a French invention first used by the Paris police. It is small, takes sharp pictures (just aim and shoot), automatically cocks as film is turned. Cost of film includes free processing and printing. Camera only $11.95.

The First New Top in 40 Years—Amazing

Circling Train Top



Colorful miniature 4-car train mysteriously whistles as it circles inside, while the outside dome stands perfectly still. About 11" high and 9" in diameter, it keeps the kids and you too, completely fascinated on each "trip" for hours! A new joy, this one! Ea. $3.98; 2 for $6.98.



JET HACK CUTS TOUGHEST MATERIALS FAST!

Cut a thick metal file in 2 min., glass without breakage in 1 min.! Precision saws any hard material, even cuts curves, intricate patterns with almost no exertion. Coated with tungsten-carbide particles, cuts similar to diamond family. Minimizes cutting effort on both forward and backward strokes. Dupont development. Fits any hacksaw.

6611—Jet Hack $2.79

"LEOPARD" ROBE has that JUNGLE EXCITEMENT

If your only safari is to work and home every day, you'll love this sleek "leopard" robe. Soft, cotton "fur" on both sides, we defy you to tell it from real skin. Deluxe has cuddly leopard pattern on one side and attractive colorful plaid on the reverse side. Add exotic charm to couch or chair. 51" x 61".

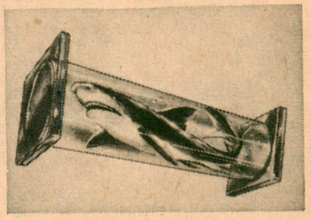
6669—"Leopard" Robe $5.98
7491—Reversible Robe $6.98

15 OZ. BLOCK AND TACKLE LIFTS UP TO 2,000 LBS.

UP TO 2000 LBS.

Lifting's a breeze! Unbelievably weighs under a pound, yet strong enough to hoist machinery, boats, furniture, pianos, refrigerators, trunks, large game, fish, So lightweight and compact it fits in a pocket. One hand operation with 7 to 1 hoisting ratio. Sturdy steel and aluminum construction. 65 ft. nylon cord.

6531—Block and Tackle Set..........$7.98



A REAL BABY SHARK!

Actually nabbed on baited hooks in coastal waters between Nova Scotia and Cape Hatteras. Preserved by injection with formaldehyde solution. Colored latex filled blood vessels for tracing path of vessels. Use as trophy to display as a conversation piece or for study by budding young biologists. Latest decorator accessory for home or as desk paperweight! Baby shark in 9½x 3x2" full-view plastic tube.

8327—Baby Shark $5.98

FLAME GUN

Kills weeds fast in SUMMER!

Eliminate the drudgery of home-owner chores with amazing Flame Gun. Weeds lawn and garden in summer, clears ice and snow in winter! Operates on low cost kerosene, less than a quart will provide 30 minutes of steady, powerful flame. Flame Gun is 32 inches long, weighs less than 5 pounds. Lets you do the job without bending or straining. In summer, clear weeds, crab grass from driveway area, between flagstones, along garden edge. Keep driveway and walk free of ice and snow in winter. Does the job in seconds! Use it to sterilize soil before planting by destroying weed growth. Allows soil to give complete nourishment. Completely self-contained, no batteries, no cords. Electrically welded steel tubing with built-in compression pump.

7378—Flame Gun $19.98

100% NYLON FOAM STRETCH CAR SEAT CUSHION-COVER

Slip-on nylon foam covers for your car go on as easily as a pillow case. Handsome 100% nylon resists rugged, everyday wear and stains—car interiors keep like new. Stretch covers fit snug—no creases or bunches. Foam underside padding adds comfort and snug fit. They s-t-r-e-t-c-h to fit front or back seat cushions, one size fits all. 100% washable. Pick color of your choice.

Seat Cover $3.98 Order: 5414-Blue; 5415-Charcoal; 5416-Green; 5417-Red; 5418-Brown

MAIL 10-DAY NO RISK COUPON TODAY!

HILLSDALE ASSOCIATES, Dept. 1423
208 East 43rd Street, New York, N.Y. 10017

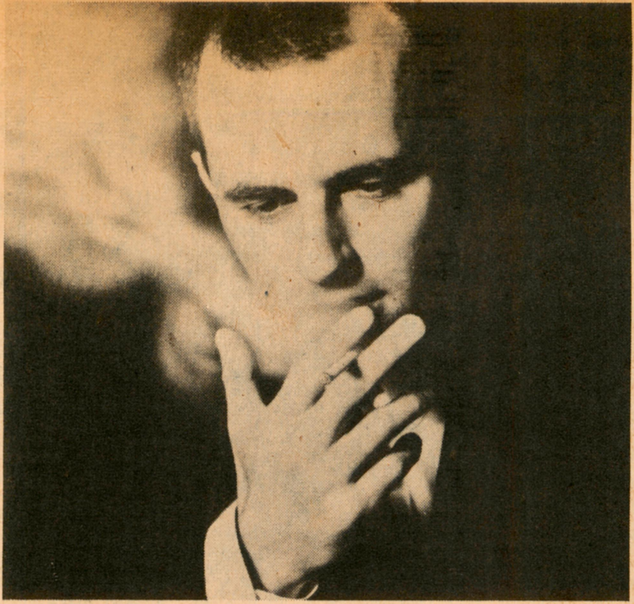
Rush me the following. I understand I can return anything in 10 days for a prompt refund. Enclosed check or m.o. for $________

____0128-Pocket Cameras @ $11.95 (Add 45¢ post.)
____0129-Rolls of Color Film @ $2.50 2/$4.00
____0130-Rolls of B&W @ $1.95 2/$3.00
____6611-Jet Hacks @ $2.79 (Add 35¢ post.)
____6669-"Leopard" Robes @ $5.98 (Add 45¢ post.)
____7491-Reversible Robes @ $6.98 (Add 45¢ post.)
____6531-Block and Tackle Sets @ $7.98 (Add 55¢ post.)
____Seat Covers @ $3.98 (Add 55¢ post.)
Specify color by number________
____7112 Circling Train Top $3.98. 2 for $6.98.
____7378 Flame Guns @ $19.98 (Add $1.50 post.)
____8327 Baby Sharks @ $5.98 (Add 55¢ post.)

NAME________________________________
ADDRESS________________________________
CITY____________STATE____________ZIP______

STOP SMOKING FOREVER

Over and over again we hear that tobacco is the cause of 98% of all lung cancer cases. Recent studies show that one out of every four smokers is a potential victim of this dread disease. Yes, tobacco is the most deadly poison developed by our civilization. Aside from lung cancer, cigarettes are the cause of other extremely serious diseases.



There is one chance in 4 that a heavy smoker may be stricken one day by lung cancer.

Tobacco smoke is composed of 84 substances, 5 of which are carcinogenic (cancer causing) and 30 are toxic (poisonous). Every time you draw on a cigarette, cigar or pipe, you are exposed to at least 44 different chemicals and poisons, 23 among the most deadly are: lutidin, rubidin, carbolic acid, formaldehyde, methalymine, acreilin, collidine, viridin, arsenic, formic acid, nicotine, hydrogene, sulphide, pyrrol, furfuroi, benzpyrene, methyl alcohol, prussic acid, corodin, ammonia, methane, carbon monoxide, pyridin. Quite a lungful of deadly poison for just one puff of smoke!

In a recent survey conducted by a leading American Doctor the incidence of coronary diseases (infarction, angina pectorus, etc.) has been found to be 68% higher in smokers than in non-smokers.

So, if you want to stay healthy, you've got to stop smoking. But, be careful! Don't stop smoking all at once. That could be dangerous.

Now, where's this advice coming from? Some cigarette or pipe tobacco advertiser trying to make the best of a bad situation? Of course not!

This is the advice of the Anti-Tobacco Center of America, an organization designed especially to help you rid yourself of your addiction to tobacco.

OBESITY LURKS JUST AROUND THE CORNER

Well, our experience has shown that a "confirmed" or "heavy" smoker should not stop smoking all at once, as this will seriously endanger his health and well being.

For years your body has been accustomed to its regular daily intake of toxic substances such as nicotine, tars, etc., and by now it is adjusted to that situation. Cutting tobacco out overnight will result in a shock to your physiological system accompanied nearly always by psychic disturbances. Which results in an imbalance of the sympatheic nervous system.

The digestive system becomes disturbed; the central nervous system becomes up-set; you become "bad-tempered", you can't be bothered by friends, spouse, children, etc., as the least little irritation will make you fly off the handle.

Life becomes hell for you and everybody around you.

A VICE THAT CAN KILL

But, that's not all; it has been effectively proven that anyone who attempts to stop smoking by sheer will power alone, will suffer terrible feelings of frustration. In order to compensate, he begins to eat and eat and eat. This is why so many former smokers put on excess weight and become fat. Stopping smoking all at once has been the cause of many severe cases of obesity.

So, giving up smoking, by yourself, is not the real solution, as it might endanger your health.

Then, how should you stop smoking?

Well, this is what the Anti-Tobacco Center of America is going to teach you.

Just clip and mail the coupon below to receive full information on a program which will help to rid you of your need to smoke. You'll be amazed to learn that you can stop smoking without any danger and without straining your will power; after only a few days the desire to smoke will vanish.

Just think how much happier you will be!

This is the experience of an ex-smoker we all know: MAURICE CHEVALIER "I was sunk in a vice which had left life no meaning at all. I was chronically dominated by a mountain of cigarettes, which like a growing invasion of grasshoppers succeeded in ruining my nerves. I stopped smoking twelve years ago. (Chevalier wrote this in 1950) And it is since this fortunate decision that my mental activities, my intelligence, my memory developed so much, that I — who had lost all interest in life — could escape that growing scepticism and rediscover interest in what happened around me. *I was able again to read and . . . to remember what I had read!"*

Among the 28,683 former smokers helped by the Anti-Tobacco Center, we give you the testimony of some doctors. We have chosen this profession intentionally, because doctors know the harm that tobacco causes. They are able to appreciate the results of our program.

IF YOU STOP SMOKING YOU WILL:

- Digest your food better
- Sleep better
- Combat fatigue
- Diminish the chance of cancer
- Be in good humor
- Keep your good eyesight
- Remain calm
- Have a good memory
- Get back your muscle tone
- Drink less alcohol
- Have clean breath
- Grow old less quickly
- Find a revival of your virility
- Save money

WHAT DOCTORS SAY!

Dr. A. C. "The efficacy of your product surprised everybody. I stopped smoking in ten days exactly. Thank you sincerely."

Dr. J. T. "I have used a supply of your product . . . I was informed of its composition by a friend, Dr. C., who was, truthfully speaking, rather sceptical. But after having used it, I do not smoke any longer and have no desire whatsoever to start again. The result is absolutely clear, without a shadow of a doubt, and I feel it my duty to tell you so."

Dr. E. C. "Since January 23, 1962, I no longer smoke. I have already given the "tip" to several of my friends and patients."

Dr. P. G. "I am happy that I do not smoke any more, this of course being due to the use of your product. All my thanks."

Dr. L. D. "The result was rapid. I think that anybody who wishes to stop smoking can do so."

(Since European law forbids all publicity for doctors, we can only publish their initials.)

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Randy Reedy, 2042 N. Taylor St., Arlington, Va. 22207, wants to hear from RF&P or Southern railroaders, active or retired.

James T. Kreotzer, 455 Brightwood, Dayton, Ohio 45405, wants to hear from railfans of either sex, age about 15.

Suzanne Noone (9), Stradbroke Rd., Boronia 3155, Victoria, Australia.

Arthur Frakes, 3921 4th St., Port Arthur, Texas

Martha Wentworth (24), 120 Martha Rd, MR98, Binghamton, N.Y. 13803, wants to hear from anyone interested in railroad history.

Myron Weinbery (38), Box 1691, Thousand Oaks, Calif. 91360, wants pen pals interested in steam loco history, modeling oldtime trains, steam photos.

Feroz Shamsi (boy, 17), 26-111 Bahadurabad, Housing Society, Siraj-ud-Duala Road, Karachi 5, Pakistan, interested in stamp collecting, many other subjects. Says he answers all mail.

Connie Eggleston (15), 1606 Mousette Lane, East St. Louis, Illinois.

Mrs. Lee A. East, (41), Sulphur, Ind. 47174.

Maria Veliz, (23), Maple Ave., Castalia, Ohio. 44824.

Christy Lahn, (16), 522 Davis Ave., Eau Claire, Wis. 54701.

Donald Cranson, P.O. Box 621, Marshall, Mo. 65340.

Linda Zeimet (14), Box 235, Plevna, Mont. 59344.

Howard Owens, (47), 228 Lee St., Shelby, N.C. 28150.

Ethel Payne, P.O. Box 252, Brunswick, Md. 21716.

Gloria Moore, 555 North 11th West, Salt Lake City, Utah.

Jayda Smith (15), 1015 Ionia SW, Grand Rapids, Mich. 49507.

Donna Lothrop, 1056 West 5th North, Salt Lake City, Utah.

Marsha Young (14), 1115 Hollywood Heights Rd., Caseyville, Ill. 62232.

Nellie Chittenden (73), 456 E. Eplee Ave., Indianapolis, Indiana.

Pam Cordes (15), Lacon, Ill. 61540.

Beth Anne Yeakle (14), 170 Oxford Circle, Norristown, Pa.

Arshad Javaid, Khurram Manzoor and Masood Askbar, all of Room 19, Broome Hostel, King Edward Medical College, Lahore, Pakistan (West). Also Mohammad Riaz Gheba, Room 17, Main Hostel.

Jeanne Kinder (15), R.R. 1, Marissa, Ill. 62257.

Edward Schwartz (19), 10259 Commercial Ave., Chicago, Illinois.

Kathy McFarlen (15), 700 Second Ave., N.E., Minot, N.D. 58701.

Hazel Stokes, 177 N. Wabash Ave., Battle Creek, Mich. 49017.

Elma Espinosa (14), Hatch, N.M. 87937. ●

Additional Roster Notes

Fresh data for our New York shortlines rosters (Aug. '69) has been received from George R. Silcott. Note 5 should read: BEDT 21 was originally Union 453, then P.W. Duffy & Son 21, then George R. Silcott 21, then BEDT 21 (10/62).

Note 28 should read: B&W 43-44 were originally Chicago & Western Indiana 256, 260, then Manufacturers Equipment 256, 260, then Silcott 256, 260, then G&W 43-44.

Note 73 should read: LI404 was sold to Streigel Supply & Equipment, then to Silcott, then to Morehead & North Fork (5/2/66), renumbered 16.

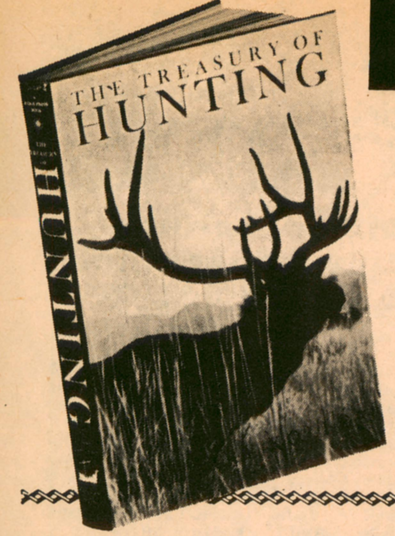
Note 73 should read: LI 404 was sold to Streigel U.S. Army 8442-8443. USA 8443 was then S.A. Healy Construction Co. ?, then SB ?, then Pan American Engineering Co. ?, then Beech Mountain 42. USA 8442 became SB ?. USA 9442 might have become SB 42, in which case it was sold jointly to Silcott and P.W. Duffy & Son, then resold to American Aggregates.

Fresh data for our N&W roster (June '69) was received from Wheeling Pittsburgh Steel Corp. Note 54, not note 10, should be shown for NKP 7-10. Note 10 should read: NKP 90, 305-308, 310-312 were sold prior to merger to an unknown company. Note 54 should read: NKP 7-10 were sold to Wheeling Pittsburgh Steel Corp., renumbered 1246-1249 (1964).

Note 10 should be removed from reference to NKP 100-101. Note 53 should be added to NKP 100-101 and 309-312. The following data comes from Columbia Iron and Steel Corp.: Note 53 should read: NKP 100-101, 309 were sold to GE, then to Columbia Iron & Steel and scrapped.

The following corrections to N&W roster come from Darrell Sherrod: Note 14 should read: NKP 320-321 were rebuilt by Alco Pr. (1959), reclassed BARS-18a. NKP 322-323 were rebuilt by GM-EMD (1959), reclassed BERS-17a. Note 50 should read: 2044-2045 were sold to Fairport, Painesville & Eastern, renumbered 106-107.

Note 5 should read: The following N&W units, the disposition of which is unknown to us, are no longer on the roster: 53; 55-56; 58; 349; 383; 946; 2026-2028; 2030-2031; 2034; 2037; 2039-2040; 2043; 2044-2045; 2125-2126; 2128-2132; 2407; 2424; 2537; 2549; 2553; 3457; 3663-3665; 3668-3670; 3672-3676; 3677-3688; 3691-3696; 3698-3702; 3704; 3707; 3709; 3710; 3713; 3724; 3800; 3803; 3804-3807; 3810-3812. Note 52 should read: 3809 was donated to Roanoke Transportation Museum. ●



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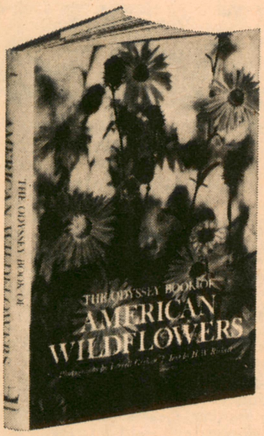

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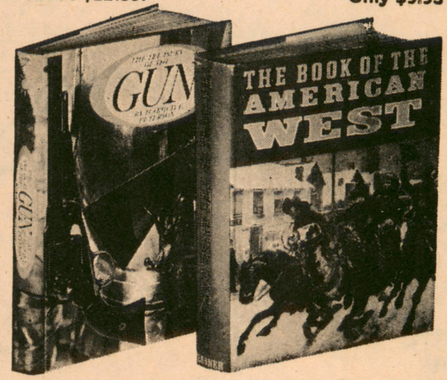

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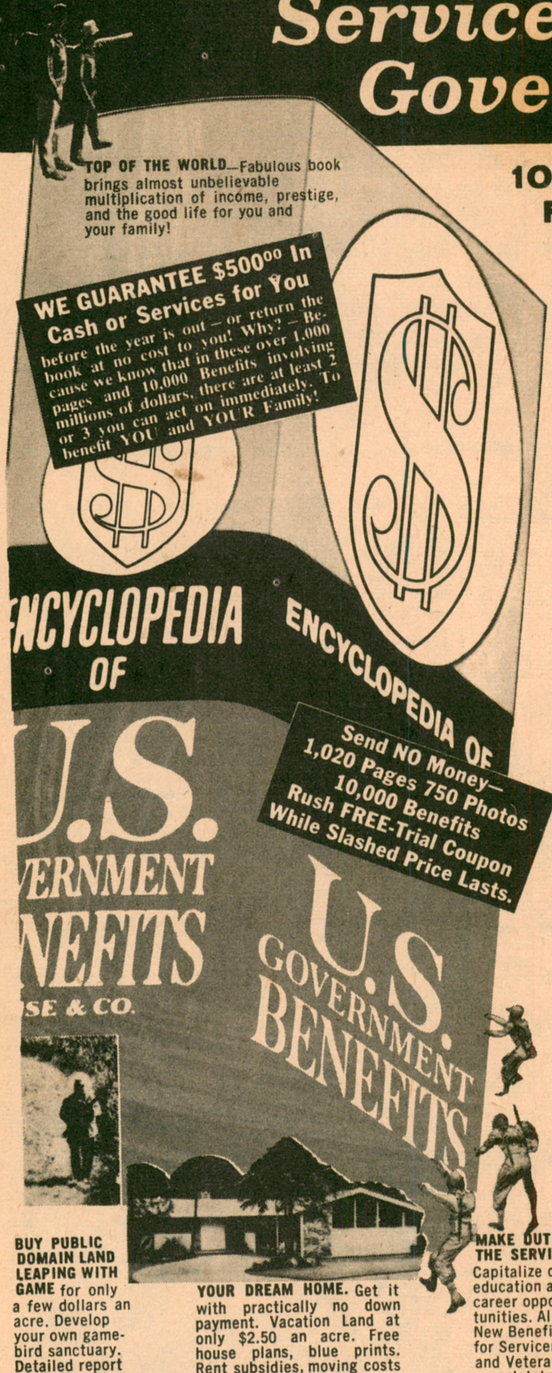
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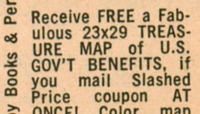

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An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of *it to eventual* baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — **these are Nature's Red Flags** warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

HOW COMATE WORKS ON YOUR SCALP

The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

This is how Comate works: (1) It combines in a single scalp treatment the essential corrective factors for normal hair growth. By its rubifacient action it stimulates blood circulation to the scalp, thereby supplying more nutrition to still-alive hair follicles. (2) As a highly effective antiseptic, Comate kills on contact the seborrhea-causing scalp bacteria believed to be a cause of baldness. (3) By its keratolitic action it dissolves ugly dandruff. By tending to normalize the lubrication of the hair shaft it corrects excessively dry and oily hair. It eliminates head scales and scalp itch.

In short, Comate offers you in a single treatment the best that modern medicine has developed for the preservation of your hair. There is no excuse today except ignorance for any man or woman to neglect seborrhea and pay the penalty of hair loss.

COMATE IS UNCONDITIONALLY GUARANTEED

To you we offer this UNCONDITIONAL GUARANTEE. Treat your scalp to Comate in your own home, following the simple directions. See for yourself in your own mirror how after a few treatments, Comate makes your hair look thicker and alive. How Comate ends your dandruff, stops your scalp itch. How Comate gives your hair a chance to grow. Most men and women report results after the first treatment, some take longer. But we say this to you. If, for any reason, you are not completely satisfied with the improvement in your own case — AT ANY TIME — return the unused portion for a prompt refund. No questions asked.

But don't delay. For the sake of your hair, order Comate today. Nothing — not even Comate — can grow hair from dead follicles. Fill out the coupon now, and take the first step toward a good head of hair again.

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21 WEST 44 ST., NEW YORK, N.Y. 10036

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss. In such cases neither the Comate treatment nor any other treatment is effective.

Note To Doctors

Doctors, clinics and hospitals interested in scalp disorders can obtain professional samples and literature on written request.

"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L. H. M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

"My hair was thin at the temples, and all over. Now It looks so much thicker, I can tell it."
—Miss C.T., San Angelo, Tex.

"Now my hair looks quite thick."
—F. J. K., Chicago, Ill.

"My hair had been coming out and breaking off for about 21 years and Comate has improved it so much."
—Mrs. J. E., Lisbon, Ga.

"I've used a good many different 'tonics.' But until I tried Comate, I had no results. Now I'm rid of dandruff, and itchy scalp. My hair looks thicker."
—G. E., Alberta, Canada

"Used it twice and my hair has already stopped falling."
—R. H., Corona, Cal.

"No trouble with dandruff since I started using it."
—L. W. W., Galveston, Tex.

"It really has improved my hair in one week, and I know what the result will be in three more. I am so happy over it, I had to write!"
—Mrs. H. J., McComb, Miss.

COMATE CORPORATION Dept. 3411A
21 West 44th Street, New York, N.Y. 10036

Please send at once the complete COMATE hair and scalp treatment (60 days' supply) in plain wrapper. I must be completely satisfied with the results, or you GUARANTEE prompt and full refund on return of unused portion.

☐ Enclosed find $10 (check, cash, money order). Send postpaid.

☐ Send C.O.D. **Enclosed is $1 deposit.** I will pay postman $9 plus about $1.50 in postal charges on delivery. Save the $1.50 by enclosing $10.
Canada, Foreign, APO, FPO, add $1 -- No C.O.D.

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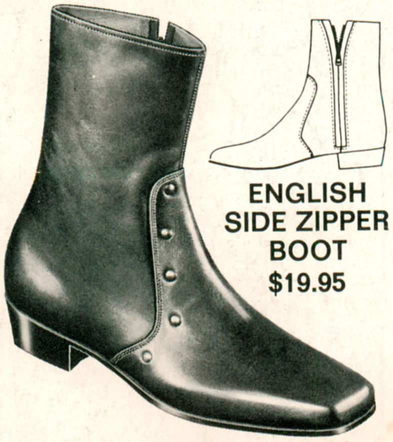
A handsome new look in dress pants! Striking satin pin-stripe trousers with 22″ wide bell bottoms. Dashing high-rise Bolero waistband with 3 button extension side closing. Western pockets. Luxurious fabric of 70% Rayon and 30% Acetate. Waist sizes: 27 to 36. For finished bottoms on pants, add $1.00 per pair and give inseam measure.
P41 Black. P43 Royal Blue. P44 Green. P56 Gold. P57 Grey.



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BRITISH BOOT-MAKING AT ITS BEST!

This dashing 8½″ boot has a full inside zipper; bold new square toe; smart metal rivets; 1 inch heel; soft foam lining throughout. 3536 Brown. 3537 Black. Sizes 6-13, medium width only.

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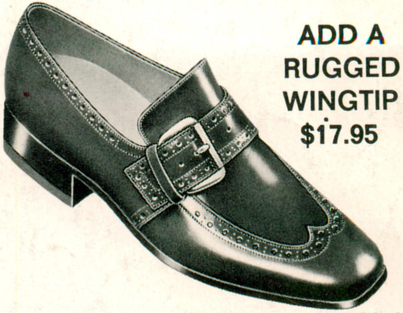
DASHING EDWARDIAN SUIT WITH 22″ BELL BOTTOMS.

Now! The flattering Edwardian look in a brilliantly designed suit of a Mohair type fabric, blended of rayon and acetate, in a herringbone weave. Here's that great looking collar in a double breasted jacket, with six covered buttons. Shirt sizes: S, M, L, XL. Slack waist sizes: 27 to 36. For finished slack bottoms, add $1 per pair and give inseam measure.
A414 Pearl Gray. A415 Burgundy Wine. A416 Royal Blue. Suit $29.95.

HANDSOME SHIRT IN SIX COLORS $16.95

You'll look dashing in this bold and brilliant new California design. Deep cut V neck; long, flowing collar points; full puff sleeves; 6 inch pirate cuffs . . . made of a rich crepe fabric of 30% acetate and 70% rayon. Sizes S, M, L, XL. S408 Lime Green. S409 Gold. S410 Oyster White. S411 Purple. S412 Brown. S413 Black.



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A great new Wing Tip from Italy! Buckled big and handsome over a high front . . . styled with the new modified broad toe. Sizes 6-13, all ½ sizes except 11½ , 12½. Medium width. 3485 Black. 3486 Brown.

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